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SATURDAY, MARCH 6, 1926.

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CANTON PLOTS.

BIG ASSASSINATION SCHEME.

GENERAL IN IRONS.

A widespread plot aiming at the assassination of a number of high officials in the service of the Canton Government, General Chang Kai-shek being the first man marked down, is said to have been revealed by a man arrested in Canton recently and from whom a confession of complicity was exacted.

The sensation created by the news of the arrest of General Wong Mow-kung is given added importance by the information that it was made immediately following the alleged confession, which implicated Gen. Wong.

Lightning raids on certain hotels were made by the Canton police a week ago and it is stated that thirteen men have been detained in connection with the plot.

The Canton police are maintaining strict silence on the matter, but it is said that many ex-generals are under suspicion, though how long Chang Kai-shek's life has been in danger it is probably never known. It is reported that his decision to relinquish the appointments which created in him the virtual military dictatorship of Kwangtung was largely influenced by the hints of possible assassination.

The ramifications of the plot are said to far exceed those which resulted in the murder of the late Liao Chung-kai. The Chief of the Garrison Staff disappeared immediately on hearing of the confession, and it is supposed that he was either one of the prime movers, or feared that he would become involved.

When Gen. Wong Mow-kung was arrested the primary reason was given out as a charge of incompetency and it was believed that he would be given his freedom by the Canton Government on account of his meritorious services in the campaign against Chan King-ming, as Chief of the General Staff and also as Garrison Commandant at Canton.

It has now transpired that with the serious issues now involved he has been thrown into prison under heavy irons.

TROOPS MUTINY.
The mutiny of Wong Mow-kung's troops reported yesterday is not the first evidence of the growing dissatisfaction in military circles. Gen. Yung Ting-fai declared his independence a few days ago and took his troops into position in the hilly districts of Ng Wah, Poo Sum and Hoifung.

The 19th Division acting in conjunction with the 16th were ordered to disarm them and after a fierce fight forced them to submit though Gen. Yung got clear away with several hundred of his men.

LIAO CHUNG-KAI'S DEATH.
The Special Court to try the suspects in connection with the assassination of the late Liao Chung-kai opened its second session on the 3rd instant. Of the seven judges appointed by the Government, as members of the Judicial Committee, only five sat, the two absent ones being Wong Mow-kung, under detention, and Siu Ying-Tse, who is absent on a special mission to Shanghai. Mr. Leo Hing-yuen was the presiding judge. The first defendant called was Moy Kwong-pui. The two sittings of that day were entirely occupied in taking depositions of the defendant and the principal witnesses, who were also subjected to a searching examination. The hearing of the case was adjourned to this morning.

At the China Auction Rooms yesterday, Nos. 396, 498 and 500 Shanghai Street, Mongkok, were sold to Mr. Lee Ho for \$24,500, who also bought Nos. 490, 492 and 494, Shanghai Street for the same price. At the A.B.C. salerooms, No. 40, McGregor Street, Hongkong, was sold to Mr. Ching Kwan for \$30,000.

THE CANTON-HANKOW RAILWAY.

RESULT OF RECENT INVESTIGATIONS.

NEW DIRECTORS.

Sometime ago the Canton Government deputed a committee to make an investigation into the management of the Canton-Hankow Railway which reported most unfavourably against the Directorate and the present system of management, and recommended the Government to suspend the Directors pending investigation, and to place the management under the control of the Government until such a time as the shareholders should elect a new Board.

The Government promptly acted upon the recommendation of the Committee of Investigation, and appointed Messrs. T. V. Sung, Chan Kung-pok and others, as members of the Committee in charge of the affairs of the Railway for the time being. This Committee has now issued formal notices that an extraordinary meeting of the shareholders will take place at the Head Office of the Railway on the 16th April next, for the purpose of electing a new Board of Directors.

The Canton-Hankow Railway is a purely commercial enterprise. It is a public company in which the Government had no part, rights and privileges being granted to the Company by law. The intention of the Government to restore to the shareholders the power to elect their own directors and other officers has created a good impression, especially as it was at one time thought that the Government would assume control of the railway.

FRIDAY NEXT.

NATIONAL HOLIDAY IN CHINA.

Preparation for the observance of March 12, which is the first anniversary of the death of the late Dr. Sun Yat-sen, are continuing in Shanghai. The latest proposal is to declare the day a national holiday says the Shanghai Times.

Local associations are proposing to organize a pilgrimage to Nan-king to the place where Dr. Sun will be buried when his ornate tomb costing \$600,000, has been completed. Although the Kuomintang, Dr. Sun's own party, is taking the lead in the matter, the student bodies are showing much activity.

At a recent meeting of the Shanghai Students' Union it was decided to petition the Peking Government and ask them to declare March 12 a general holiday, also to suggest to all schools to hold memorial services on that day. It was further decided to issue a proclamation and a number of pamphlets dealing with the life of Dr. Sun, and also to ask various schools to contribute articles to a booklet which will be issued in commemoration of the day.

DISARMAMENT.

U.S. AMBASSADOR RETURNING.

Washington, March 5.

Mr. Houghton, the American Ambassador to London, has requested leave to return to the United States to consult Mr. Kellogg regarding the plans for the Preliminary Disarmament Conference. Mr. Houghton sails on Sunday. —Reuter's American Service.

HAYLEY MORRIS CASE.

ANOTHER SEQUEL IN COURT.

SENTENCE FOR FRAUD.

London, March 5.

There was an echo of the Hayley Morris case at the Old Bailey today where an engineer named Charles Gervais was sentenced to a year in the second division on a charge of attempting to obtain \$400 by false pretences from the Administrator of the Hayley Morris estate. It was alleged that Gervais, in return for money, promised to secure preferential treatment for Hayley Morris in Portsmouth gaol. —Reuter.

THREE ACCIDENTS.

YESTERDAY'S CASUALTY LIST.

Further accidents are reported as occurring yesterday.

A collision occurred between a Kai Tak motor bus and an earth truck on the road to Kowloon City. The front part of the bus was damaged, but there were no casualties.

As a Chinese male was carrying cargo across the Praya at Wan-chai, he was knocked down by a tram car, and was picked up unconscious, with injuries to the body. He was conveyed to the Government Civil Hospital.

Three Chinese youths ran out into Leighton Hill Road, in front of a car driven by Mr. G. Lee, with the result that one of them was knocked down. He was hurt in the face and arms, and was taken to the French Hospital, but was not detained.

EVE AND SERPENT.

INSISTENCE ON LITERAL INTERPRETATION.

Amsterdam, March 5.
The special Commission of the general synod of the Dutch Reformed Church, which was appointed to deal with unorthodox utterances of the well-known clergyman, Dr. C. J. Geelkerken had delivered an ultimatum to Dr. Geelkerken requiring a signed undertaking accepting the literal interpretation of Genesis as referring to Eve, the serpent and the tree of knowledge, etc. —Reuter.

COUNTESS OF CATHCART.

WINS HER CASE.

New York, March 5.
The Countess of Cathcart won her suit and remains here, the United States Judge having upheld the writ of Habeas Corpus, after the District Attorney had entered in the records of the Court that adultery does not constitute a crime under the laws of South Africa to which place it was that the Countess of Cathcart eloped with Lord Craven. —Reuter's American Service.

NEW MINISTER TO BANGKOK.

RECEIVED BY THE KING.

London, March 5.
His Majesty the King received Mr. S. P. Waterlow, who kissed hands on his appointment as Minister at Bangkok. —Reuter.

LEVERHULME SALE.

YIELDS MILLION AND QUARTER DOLLARS.

New York, March 5.
The Leverhulme sale concluded last night and yielded a million and a quarter dollars. —Reuter's American Service.

HOPES OF BOYCOTT SETTLEMENT.

INFORMAL CONVERSATIONS AT MACAO.

MORE OPTIMISM.

Hopes of an early settlement of the boycott are again raised, following the news that the two Chinese Unofficial Members of the Legislative Council (Sir Shou-son Chow and Mr. R. H. Kotewall) have had a conference with Mr. Fu Ping-sheng, the Canton Commissioner for Foreign Affairs.

The conversations, which took place at Macao on Wednesday, and we learn that they revealed an evident desire by both sides to reach a rapprochement.

No tangible results were attained at the discussions which took place, but whilst this is so, the feeling is gaining ground that there should not be much difficulty in reaching a settlement in view of the fact that the desire therefor appears to be mutual.

A prominent Chinese resident yesterday expressed the view that an adjustment would most likely be reached within the very near future, and although he did not indicate his reasons for this belief, there appears to be a more optimistic feeling in the Colony generally than has prevailed for some time.

Information was received here yesterday that General Chang Kai-shek, has gone up to Macao. It is, however, not known whether this has any connection with the development which has brought Foo Ping-sheng, Commissioner for Foreign Affairs, into contact with the two Chinese unofficial members on the Hongkong Legislative Council, in the Portuguese Colony.

BRITISH RADIO.

REORGANISING BROADCASTING SERVICES.

London, March 5.
A most complete scheme for reorganising the management of broadcasting services in Britain is outlined in the official report of the Broadcasting Committee appointed to decide the nature of administration after the expiry of the present Company's licence on December 31st next.

The Committee recommends that broadcasting be made a public service; that a Corporation consisting of five or seven nominees chosen by the Crown be appointed to take over the staff, contracts and apparatus of the existing Company; that the Commissioners be persons of judgment and independence empowered to consult with appropriate societies, organisations and advisory committees to ensure due consideration of all phases of broadcasting; that generous provision be made for experiment and research; that the Corporation operate under licence of the Postmaster General for at least a decade; and that the Commissioners be invested with the maximum freedom consistent with Parliamentary control through the spokesmanship of the Postmaster General. —Reuter.

The following vessels are expected to be in wireless communication with Hongkong today: Kwai-sang, President Grant, Takada, Empress of Asia, Kt. Companion, Talamba, President Jefferson, Glenfalloch, Maunsang, President Wilson, Haining, Glenagarry, Mokka, Tonkin, Nagapore, Amakusa Maru, Hector, Yugo Maru, Alta Maru, Takasago Maru, Chokyo Maru, Choribon Maru, Machoon, Kaigan, Genbu Maru, Yanzoon, Indus Maru, Tilak Maru, Tilak Maru, Fokda, Pretzmann, Venezia, Solan.

LEAGUE ISSUES.

DETAILS OF NEXT WEEK'S MEETINGS.

GOOD AUGURY.

Rugby, March 5.

The private conversations which are to take place at Geneva on Sunday between the Signatories of Locarno Treaties, will, it is believed, remove all difficulties from the way of achieving the primary purpose for which next week's meetings of the Council and Assembly of the League of Nations have been convened, namely, that of securing Germany's admission to the League with a permanent seat on the Council.

The admission of a new member to the League is invariably accompanied by certain formalities, and it is assumed that the normal procedure will be adopted in next week's meetings. The first meeting of the Council is fixed to take place at eleven o'clock on Monday morning, and it is expected that the proposed accession of Germany to the League will be referred by the Council to a small commission for formal examination and report in regard to certain technical matters.

The Assembly will meet on Monday afternoon and Germany's claim for membership of the League will probably be dealt with in much the same way; a Commission is being entrusted with the duty of reporting on Germany's claim. When this report is presented, the ground will be cleared for the Assembly to take action. A two-thirds majority in the Assembly is necessary for admitting new members, but as is generally known, a unanimous nomination by the Council subsequently approved by the Assembly is required to secure a permanent seat. The consideration of this matter will come before the Council when the Assembly has notified Germany's admission to the League.

SAAR QUESTION SETTLED.

It is considered of good augury for the forthcoming Geneva meetings, that a preliminary settlement has been reached on the delicate Saar Commission problem. The countries principally concerned have come to an agreement whereby Monsieur Rault, the present Chairman of the Commission, will retire and his place will be taken by Mr. Stephens, the Canadian member of the Commission. The new Chairman will be acceptable to the Saar population and to the German Government. More than once tributes have been paid to his disinterested administration. Not the least significant feature of this preliminary agreement, is that the German Government have taken part in the negotiations leading up to it, as if Germany already were a member of the League Council. The leading members of the Council have in this matter acted on the assumption that Germany's election was a foregone conclusion. In addition to the appointment of a new Chairman the Council will be asked to endorse other changes, in the Saar Administration which have been agreed upon by France. —British Wireless.

ENGINEERING DISPUTE.

STRIKES ADVISED TO RESUME WORK.

London, March 5.
In an effort to avert a widespread dispute the Executives of seven Engineering Unions have advised the strikers at Messrs. Roe's factory to put themselves in a conciliatory position by returning to work.

Bulls and Imers

From the Office Butts.

We condole with the local Scot who went home sober recently and was refused admittance by relief.

A woman's silver wrist watch has been found in the stomach of a large codfish, which proves that some poor fish believe in taking time for their meals.

Cheer up! The money you lost on sweeps has probably bought a motor car for somebody who didn't need it.

A motor cyclist wants T.T. races in Hongkong. Might start from the Peak Gin Tram.

A Northern contemporary gravely informs its readers that "affairs in Canton have reached a state of etatin shruddshlu." Which seems a logical exposition of the situation as we have yet seen.

It doesn't look as if the Ching Ming season will be much of a success this year.

Some of the big guns of the Government are never fired.

Lots of folk had a perfectly good excuse this year for going to the Races.

We can only suppose that no pony was named "Boycott" for fear it wouldn't last.

Many Hongkong wives skin their husbands to get fur coats.

Lots of Hongkong folk are suffering from discard tickets.

Talking of annual meetings, after the K.R.A. and the M.L.A. what about the C.R.A.?

It's a long time since some of these walkers round the world came into harbour.

We saw a girl blushing the other day.

About the only thing an Aberdeen man likes to spend is a busy day.

No fewer than 10,809 new laws were enacted in the United States of America last year. We always thought their national sport was baseball.

It's hard to be a leader in China, for one never knows which way the crowd is going.

MacWhirter says a wife in hand is worth two in a tantrum.

A lecturer recently declared that in some ways apes are superior to men. They are; they don't play the saxophone.

Yes, these are hard times, but we don't notice many corporations which have been reduced.

These reports of war in the North indicate a stubborn determination on the part of the Chinese to get back to normal again.

Some girls may have a perfectly killing time at these dances, but some of them are very tough.

Beauty may only be skin-deep, but, then again, all men are not cannibals.

Hongkong ladies make model headings. It's nice and red, of wives, but not working models.

Something is retarding the Hongkong resident who was supposed to have won \$100,000 in a sweepstake, will remember this year's meeting as the "Royal Hoax."

Bard and lodging required in Sweeps, it would have been hard Kowloon, reads an advertisement on the people who hadn't meant to Not for what he got, we bought any tickets.

If 1000 had come up in the Cash Sweep, it would have been hard Kowloon, reads an advertisement on the people who hadn't meant to Not for what he got, we bought any tickets.

Since the personnel of the "An Australian" has been changed, what are the chances of a new one?

An Australian has been laid on his back, what are the chances of a new one?

Since the personnel of the "An Australian" has been changed, what are the chances of a new one?

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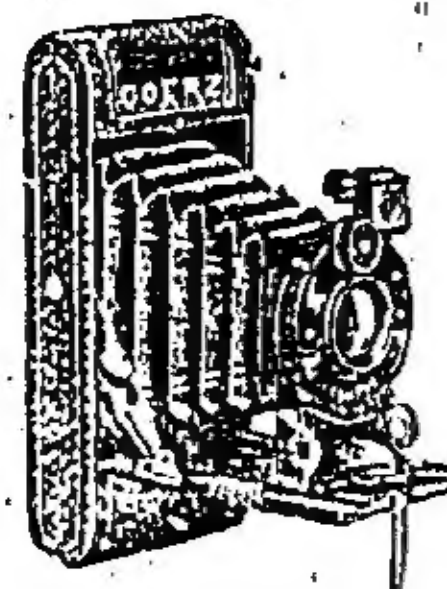
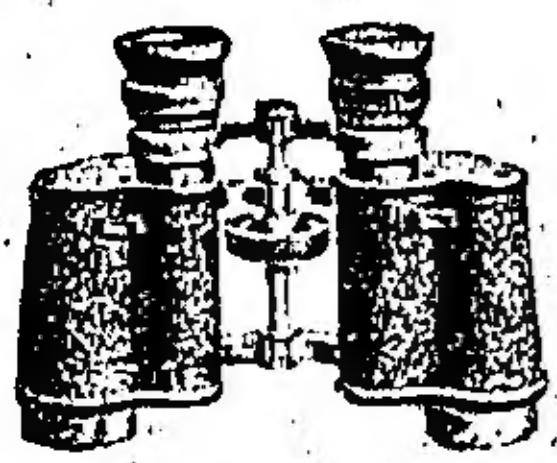
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REMOVAL NOTICE

We beg to inform our Customers that we have removed to more commodious Premises at No. 3 A Duddell Street.

KWONG WAH HOSPITAL.

YESTERDAY'S INAUGURATION OF NEW WING.

Importance of Trained Nurses.

Great stress was laid on the importance of staffing a medical institution with efficient nurses, by a number of speakers at the inauguration ceremony of the new wing for the Kwong Wah Hospital, which took place yesterday afternoon. The ceremony was performed by the Hon. Mr. D.W. Tratman (Secretary for Chinese Affairs), and there was a representative gathering of Europeans and Chinese.

Mr. Tam Foon-tong, (chairman of the Tung Wah Hospital, to which the Kwong Wah Hospital is affiliated), presided, assisted by Mr. Wong Chung-ye (chairman of the Kwong Wah Hospital) and Mr. F. C. Mowfung (vice chairman). Among others present were Mr. A. E. Wood (Director of Education), Dr. J. B. Addison (Principal Civil Medical Officer), Dr. (Mrs.) A. D. Hickling, Dr. (Mrs.) E. M. Minett, Dr. W. B. A. Moore, Dr. J. T. Smalley, Dr. S. W. Tso, Mr. A. R. F. Raven, Mr. Wong Kong-tin, the directors of the Hospital, and many others.

Mr. Tam Foon-tong, welcomed Mr. Tratman, and said that the directors were fortunate in having him to perform the opening ceremony. The Kwong Wah Hospital was the outcome of subscription obtained by Mr. Li Yau-chin, from residents of Kowloon and Hongkong merchants.

Lack of Accommodation.

Mr. Wong Chung-ye in giving the history of the institution, said: Mr. Tratman, ladies and gentlemen, — This is the occasion of the formal opening of the new hospital extension, and I would first of all express on behalf of the Directors our thanks to the Hon. Secretary for Chinese Affairs, Mr. Tratman, for so kindly coming to perform the opening ceremony, and to you, ladies and gentlemen, for your attendance to-day.

Before asking Mr. Tratman to open the building, I should like to make a few remarks regarding the history of this new extension. The reason for the building is, of course, lack of accommodation, especially for in-patients. In the public wards there were 200 beds, while in the private wards, there were only 4 beds. These were by no means sufficient to meet the demands, as at the present time accommodation is constantly required for not less than 250 to 260 in-patients.

The proposal to build this new extension, was first made in the year 1921. The late Mr. Chan Kang-u took a very kindly interest in the scheme and raised about \$7,000 from the proceeds of Chinese theatrical performances; the Directors of the Tung Wah Hospital for that year provided about \$6,000 by the same means. We are also very much indebted to the following firms and gentlemen for their generous donations:— Canton Nanyang Bros. Tobacco Co., \$5,000; the late Mr. Kan Chin-nam, \$2,500; Messrs. Chan Fu San and Chan Ping-hin, \$2,500; the total amount subscribed being \$23,000.

Government Grant.

In the year 1923, the Government made a free grant of land comprising an area of some 86,000 square feet, and the actual building operations were commenced last year. The contract sum amounted to about \$25,000 inclusive of extras, and an additional sum of about \$7,000 has been

spent in the formation of the site, and the construction of the enclosure wall.

Our thanks are also due to Mr. Lau Pui-sang for undertaking to erect the building we are about to open, for the very low price, the highest tender being \$34,000.

We are all glad to see that the building is now completed, and is to be forthwith put into use. The ground floor will be occupied by the Medical Officers entirely for attending the out-patients. The first floor has all been formed into private wards for the convenience of the residents of Kowloon, and the New Territory, while the second or top floor will be used as quarters for some of the hospital staff. Much space in the main buildings will thus be released for extension of in-patients' wards.

As you see, we have a lot of spare land for further development, and in the near future we hope to see a few more blocks of buildings added to the existing ones.

The finances of this hospital have always been in a more or less straitened condition, depending mainly on the subscriptions of the public, and with the additional maintenance expenses of this new extension to our already large expenditure we expect this year to find the task of running this hospital more difficult. We earnestly look forward to increased generosity on behalf of the public to enable us to carry on the good work.

I will now call upon the Hon. Mr. Tratman to kindly perform the opening ceremony.

Work of a Hospital.

The Hon. Mr. Tratman, before performing the opening ceremony, said that it was a very great pleasure for him to take part in all such ceremonies and he looked upon them as some of the greatest privileges of his office, and particularly so when they dealt with such great Chinese institutions as the Tung Wah Hospital. He remembered very clearly coming to Hongkong as a youngster, and then he heard a great deal about the Tung Wah Hospital and various Chinese matters. His idea of the work of a hospital then was that it was a place merely for the treatment of the sick, but he soon came to understand that the Tung Wah Hospital did much more. It dealt with the repatriation of shipwrecked sailors and did much towards famine relief in distant parts of China. It was only last year that he had any personal connection with the Secretariat for Chinese Affairs. Prior to then he was much in contact with his dear friend, the late Mr. Hutchinson, who started his career in the Government service at the same time as the speaker. It was from him that he learned much about Chinese matters in the Colony, and particularly about the Tung Wah Hospital and its motto, "I am Chinese and I think nothing Chinese is foreign to me."

Since then, the Tung Wah Hospital became the father of the Kwong Wah, and now the Tung Wah has become the grandfather of the very fine building which was to be opened. He wished the hospital every success.

Nurses' Inestimable Assistance.

Dr. Addison congratulated the directors of the hospital on their achievements. The purpose for which the building was erected was to increase the number of private wards and so provide better accommodation. The main feature of interest at the opening was the presentation of certificates to the nurses who had recently passed their examinations in the Kwong Wah Hospital. That was a very important factor, because, he knew the directors were fully

alive to the importance of staffing the institution with efficient nurses.

He remarked upon the inestimable assistance which a trained nurse was to a medical officer in a hospital. He considered it a happy idea that with the opening of the new wing the directors were also presenting certificates to the nurses.

Simultaneously with Mr. Tratman's unlocking the door, a string of crackers was fired at the gateway leading into the hospital grounds.

Successful Nurses.

After entering the hospital, Dr. Hickling, referring to the training of nurses, said that last year six had been sent from the Hospital to be examined by the Hongkong Midwife Board. They all did very well and two of them extraordinarily well (cheers). There was no doubt that in that hospital they had ample material for the training of students if only they could get people who were willing to train them. So far the training of the nurses had been carried on by Drs. Ip, Lau and herself. There was one trained nurse in the hospital for the practical training of nurses in the wards. They felt that the present work was only in its infancy, but as soon as the equipment and status of the hospital had increased, they hoped to improve in the training of nurses.

Of the six who had qualified, one had been appointed Government midwife in Tai-po, one had been accepted by the directors of the Hospital, and the others were seeking work in private practice. The training at the hospital lasted three years, two years of which were spent in the general ward and the other in the maternity ward. Each of the nurses was being awarded two certificates, one from the directors of the Hospital and the other from the Hongkong Government Midwife Board.

She would like to urge on the directors the great need of having nurses in the hospital, and particularly in the women's wards. Undoubtedly there had been a great improvement since the nurses came.

In conclusion, she congratulated the nurses on gaining their certificates and hoped that the six new girls whom they had started to train would do as well as their predecessors. She then asked Mr. Tratman to present the certificates. Mr. A. E. Wood, said that he took a personal pleasure in being present that afternoon. The year before last, when he was acting Secretary for Chinese Affairs, he was closely associated with Mr. Lau Pui-sang and his fellow directors, who took a great deal of trouble and had succeeded in their project. He congratulated them heartily on their success.

Chairman's Thanks.

The chairman of the Kwong Wah Hospital thanked the Hon. Mr. Tratman and the guests for their presence. He remarked that he did not consider that he and his fellow directors were worthy of the kind words which had been addressed to them. They would do all they could to carry on the work and make it more successful. He also announced that Mr. Chong Yee-tak had given a donation of \$1,500 to the hospital on that day.

The Hon. Mr. Tratman said that before they dispersed he would like on his own behalf, and on behalf of the whole Chinese community, to thank Mrs. Hickling for the magnificent work she had done. Throughout the Colony from Shaikwan to Shamshuipo there had been a whole difference in the treatment of the sick, and

WALL STREET LOAN.

TO ROMAN CATHOLIC CHURCH IN BAVARIA.

\$5,000,000 Advanced.

New York, March 5. Arrangements have been completed by New York bankers for a twenty year \$5,000,000 loan to the Roman Catholic Church in Bavaria. This is the first long term public loan to be negotiated in Wall Street by a religious organisation.—*Reuter's American Service.*

LEGISLATIVE COUNCIL.

TWO NEW BILLS.

A meeting of the Legislative Council will be held in the Council Chamber on Monday afternoon at four o'clock, when the following Bills will be introduced by the Attorney General:

First reading of a Bill intitled: An Ordinance to give the Governor in Council power to order refund of rates.

First reading of a Bill intitled: An Ordinance to repeal certain enactments imposing disabilities on former enemy aliens.

CHINA'S CABINET.

MANDATES ISSUED.

Peking, March 5. Three mandates were issued this morning appointing Feng Yu-hsiang, Chia Teh-yao and the Cabinet as given in the forecast yesterday, with the single alteration that Lu Hsin will be Minister of Justice instead of Tang Yi.

The new members include W. W. Yen, Yang Wen-kai, Chu Yung-kuang and Lu Hsin. Yang Wen-kai was recently Sun Chuan-fang's chief of staff. Chu Yung-kuang is a non-party man beyond being a follower of Tuan Chi-jui.

A preliminary mandate accepts the resignation of Hsu Shih-ying and his colleagues.—*Reuter.*

Peking, March 5. It is very doubtful whether Mr. W. W. Yen will accept the Foreign Ministry portfolio, which was mandated without his consent.—*Reuter.*

THE NORTHERN WAR.

FIGHTING REPORTED.

Shanghai, March 5. Reports of fighting in Honan and around Tientsin show that Wu Pei-fu and Chang Tao-lin have hitherto gained considerable successes in combination against the Kuomintang. The new Cabinet contains supporters both of Tuan Chi-jui (who as Chief Executive is practically President), and Feng Yu-hsiang, as well as certain well-known non-party men such as W. W. Yen. The appointment of Feng Yu-hsiang mentioned in a previous message means the Government is recalling him to fight the Wu Pei-fu and Chang Tao-lin combination.

Feng Yu-hsiang's second army has already suffered a severe defeat in Honan, but his first army, which is well-disciplined, is now coming into action in the vicinity of Tientsin.—*Reuter.*

more than all it had been due to such wonderful assistance as was given by Mrs. Hickling.

The chairman then presented the Hon. Mr. Tratman with a miniature gold key in the shape of a tie pin, and Mr. Tratman returned thanks for the present.

LEAGUE CRISIS.

PRESS COMMENT.

London, March 5. The nerves of the London press are evidently frayed with uncertainty as to what will happen at Geneva and Sir Austen Chamberlain's plea for a non-committal attitude regarding any definite plan of action on the part of the British representatives is hardly received as the true "Locarno spirit" in Fleet Street. "He told the House nothing," grimly asserts the *Daily Herald*, describing Sir Austen Chamberlain's speech as a masterpiece of wordy evasion, while the *Daily News* finds it almost alarmingly unsatisfactory, justifying the gravest anxiety. The *Westminster Gazette* avers that the gist of this "very unfortunate statement" is to place the onus on Germany.

A War to Maintain Peace.

The *Morning Post* comments "It would indeed be ironical if we have a new world war on the best means of maintaining peace," and suggests that Germany might demonstrate her good intentions and magnanimity by waiving objections to the admission of other nations to the Council.

On the other hand, the *Daily Telegraph* is mildly cheered by the reflection that Sir Austen Chamberlain will not be a party to any decision resulting in the defeat of the League assembly which the League assembly was specially summoned to make, the admission of Germany.

The *Daily Chronicle* says: "Sir Austen Chamberlain had blundered, but he has now had an opportunity of sensing the temper of the country and the House of Commons. We hope that at Geneva he will be able to interpret it generously and accurately."

Uneasiness Not Allayed.

The *Times* remarks that the effect of the debate has not completely allayed the general uneasiness as to next week's proceedings. No clear answer was given to the essential question as regards the time and occasion for a possible increase of membership of the Council.

There is really no effective answer to Mr. Lloyd George's reminder that the policy of waiting to see what happens at Geneva may be carried too far by a great self-respecting nation, and that a frank, indisputable declaration of the British attitude at this moment might go far to determine the issue.

The *Manchester Guardian*, which regards the position as highly unsatisfactory, says Mr. Baldwin came far nearer than Sir Austen Chamberlain in expressing the plain commonsense view of the situation, and if Sir Austen Chamberlain acts in the spirit of Mr. Baldwin's speech he should come to little harm.

It adds that if Mr. Baldwin himself is going to Geneva, the free hand which the Government demanded would lose much of its dangers.—*Reuter.*

NURSING MOTHERS

should be careful to avoid constipation, for this condition lets loose poisons into the blood which rob the baby's food of purity and strength. The most efficient laxative for woman's use is

Pinkettes

which act as gently as nature, and being purely vegetable cannot harm even the most delicate. Of chemists everywhere, or post free, 60 cents, per vial, from the Dr. Williams' Medicine Co., 60, Kiangse Road, Shanghai.

PINKETTES KEEP YOU WELL.

SALESMAN SAM.

You've All Had 'Em, Folks

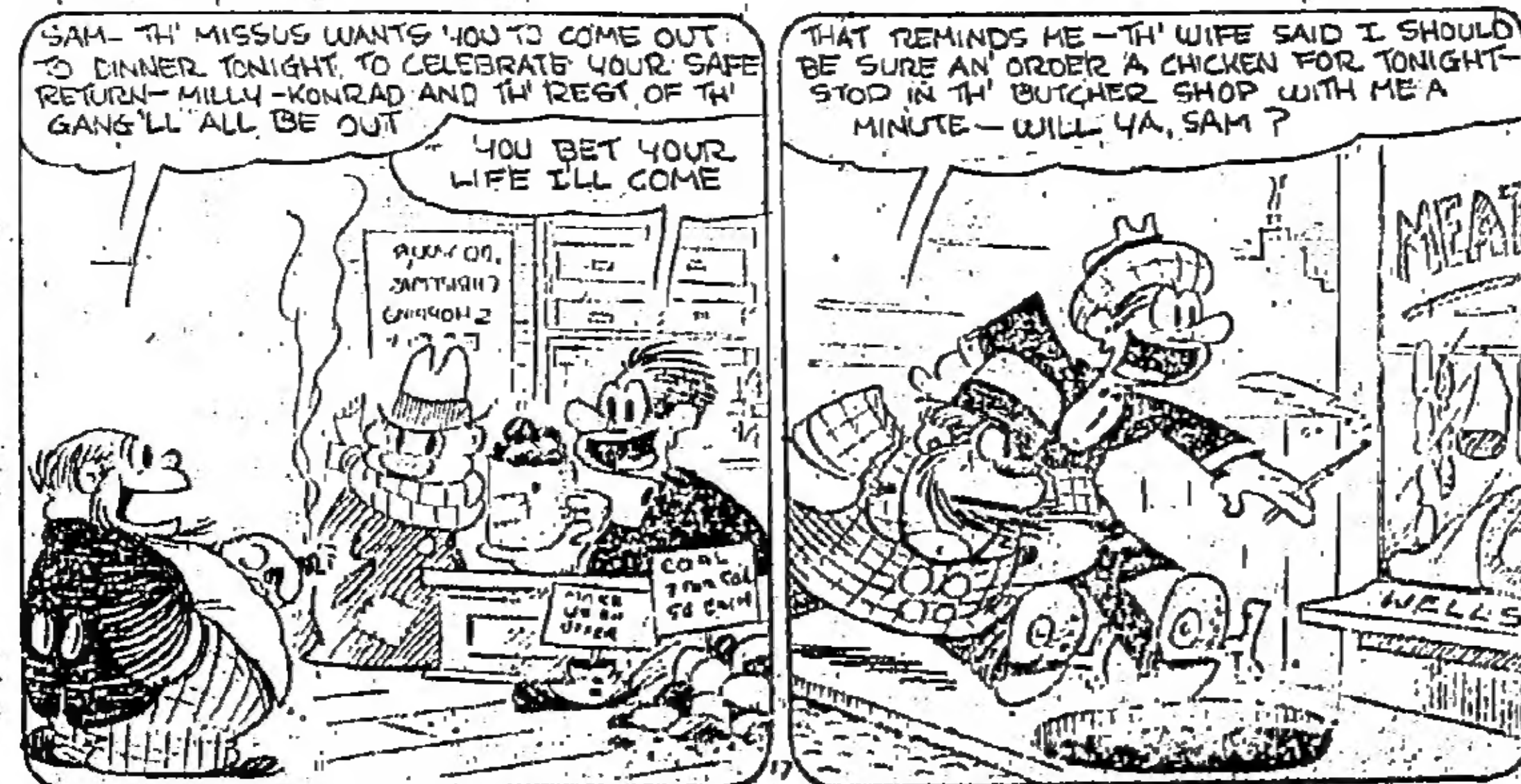
By Swan

"Below par"

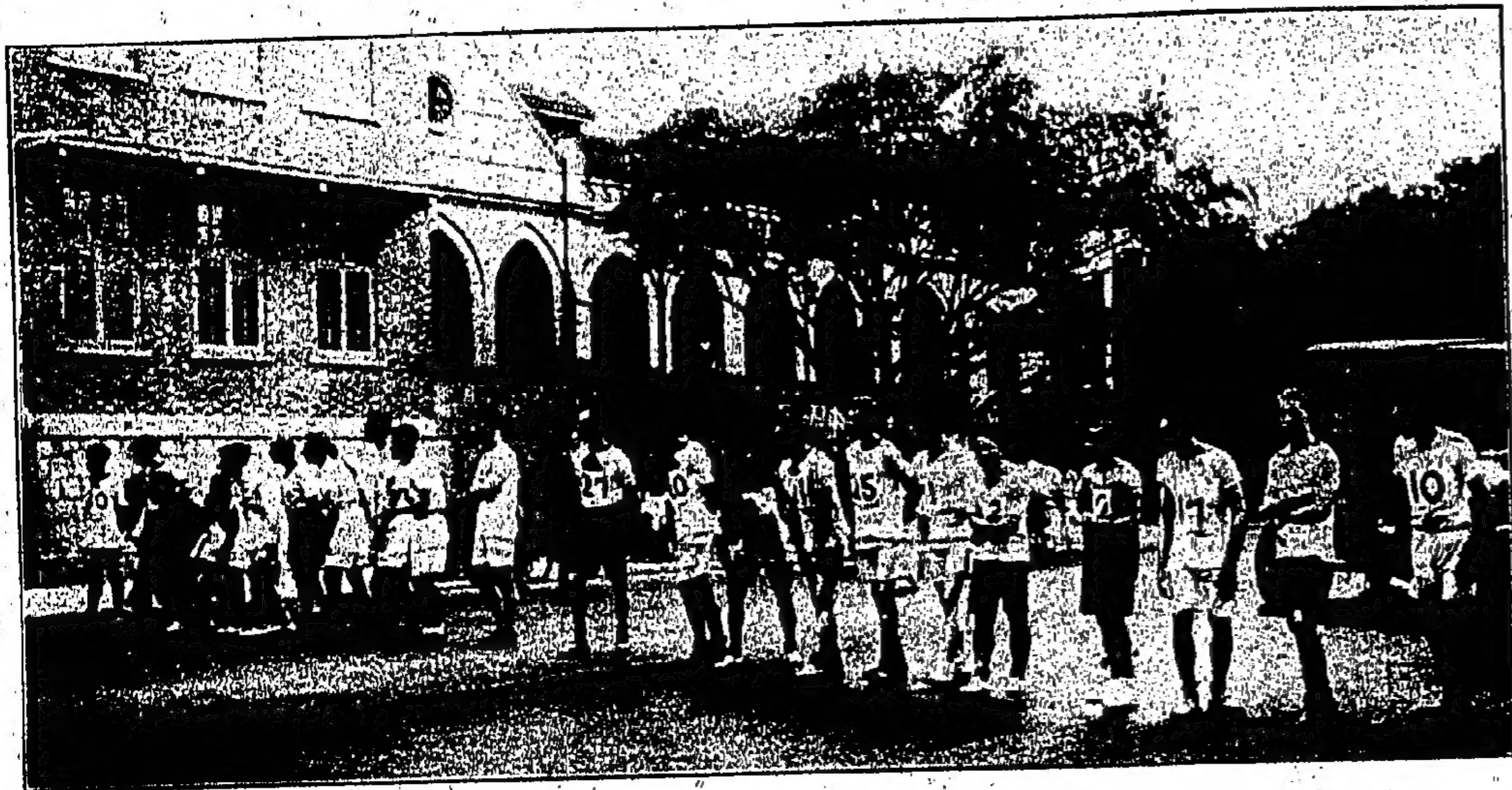
If you are run down and far from well—try SCOTT'S Emulsion.

It builds up the body, heals the lungs and tones up the system. Ask for

SCOTT'S Emulsion
The protector of life



OUR LOCAL PICTURES.



Photograph showing the 22 starters in the Marathon Race which was run at Kowloon, on Monday, and which was won by Leading Seaman Hobden, of H. M. S. Despatch. (Photo: Ming Yuen).



Above:—Members of the public in the public stand at the Races on Tuesday. (Photo: Ming Yuen).

At left:—Mr. McBain, winner of the Ladies' Purse on Tuesday, escorting Miss Birrell to luncheon, after the usual presentation ceremony. (Photo: Ming Yuen).



Above:—Group photograph of the Stewards of the Hongkong Jockey Club, taken at the week's Meeting. In the centre of the front row is seen Sir Paul Chater, which H. R. H. Prince George, and H. E. the Governor on his right. (Photo: Mee Cheung.)

At right:—Mrs. H. H. Priestley, leading in Saucy Sue, winner of the Racing Stakes. M. Sokoloff up. (Photo: Ming Yuen.)

Below:—Scene in the mock trial which took place at the European Y. M. C. A., Kowloon, last week. (Photo: Ming Yuen.)



ONE SMART FLANNEL SUIT—

is essential to everyman's wardrobe, and to be an economical suit must be thoroughly well made of a good West of England flannel—the best.



All orders entrusted to us are made under personal supervision and fully guaranteed for satisfactory service.

Useful Shades of Grey from \$65.00 The Suit.

WE ALLOW 10% DISCOUNT FOR CASH

MACKINTOSH

& Co., Ltd.

MEN'S WEAR SPECIALISTS

Alexandra Building, Des Voeux Road.

G. FALCONER & Co. (HONGKONG), Ltd.

UNION BUILDING (OPPOSITE G.P.O.)

WATCH AND CHRONOMETER MAKERS, JEWELLERS
DIAMOND MERCHANTS.

A fine selection of English Jewellery, Sterling Silver Ware, Watches and Clocks always on hand.

Agents for:—

British Admiralty Charts | Heath Sextants, Night Glasses etc.,
Kelyin Navigational Instruments | Stanley Drawing Instruments
Ross London Telescopes & Binoculars | West's Theodolites, Levels etc.,

We invite the Public to call and inspect our varied stock, and compare prices.

Over half a century's reputation throughout the East as the House of Quality.

Established 1855.

CATERING

For Weddings

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AND

ALL SOCIAL EVENTS

CAFE WISEMAN'S Catering Service is a blessing to the hostess. Whether she entertains a large or small gathering, formally or informally—the success of the occasion is assured when placed in our hands.

Our service will be explained in detail, and estimates gladly given on request.

CAFE WISEMAN

LANE, CRAWFORD, LTD.

One of the most treasured possessions of friends far away is a photo of their dear ones overseas. The Ming Yuen Studio is fitted with the most modern photographic equipment and will be pleased to show you specimens of their work.

THE MING YUEN STUDIO

(Battery Path.)

Official Photographers to the "H. K. Telegraph"

WHITEAWAY'S

JUST RECEIVED

THE "PATRICIA" VEST

THE "PATRICIA" VEST
For Ladies



A fine cotton ribbed vest with opera tops. Good wearing quality and nice weight.

SPECIALLY MADE TO OUR ORDER

STANDARD
VALUE
PRICE

55 Cents each
2 for \$1.00

WHITEAWAY, LAIDLAW & CO., LTD.
HONGKONG.

Prepaid Advertisements

25 WORDS FOR \$1.00
(\$1.50 if not prepaid)

The following replies are awaiting collection—

1314, 1376, 1384, 1385, 1392, 1342, 1397, 1409, 1418, 1375, 1441, 1444, 1456.

WANTED.

WANTED. PEAK, Midlevel, Kowloon. House with tennis court. Clients will pay \$200 to \$400 rental for suitable place. Flats wanted in good localities. Houses and building lots for disposal. Small Investors. Tel. 4630.

PREMISES TO LET

TO LET.—Office rooms in Prince's Building, spacious, bright and airy with high ceilings and wide verandahs. Moderate rental. For particulars apply to Secretary, Prince's Building and Land Co., Ltd.

HOUSES TO LET

APPLY TO P.O. BOX NO. 432.

PEAK TO LET immediately. Half share of new house. Fully furnished. Apply Box No. 1455 c/o "Hongkong Telegraph."

TO LET.—One European flat, Wanchai Gap Road, Hongkong. Apply to 32 Kennedy Road.

TWO large rooms excellently situated for offices on the 2nd and 3rd floors of "St. George's" Building facing Ice House Street. For terms and particulars apply to Hongkong and Territorial Estates, Ltd., "St. George's" Building.

ON or about March 1926 whole flat or spacious suite of offices in the "French Building" ex "Victoria Building," No. 5, Queen's Road Central (between Chartered Bank and Mercantile Bank). Apply to: Banque de l'Indochine-Chater Road.

TO LET.—Through a fortunate opportunity, Advertiser has acquired large, quiet and well furnished flat, which is too big for present occupant; wishes to hear from married couple or single men, British preferred, willing to take the extra rooms. Board provided. Facing Lyemum; very cool in summer; near Ferry. Apply Box No. 1458 c/o "Hongkong Telegraph."

GROUND FLOOR PREMISES "ST. GEORGE'S BUILDING" opposite the STAR FERRY PIER, best locality in Hongkong for shipping companies or shops. Single office room, or whole suite of 3 office rooms for short or long lease. For terms and particulars apply to Hongkong and Territorial Estates, Ltd., "St. George's" Building, 1st floor.

TO LET.—EUROPEAN RESIDENCE within easy reach of the City and the University, comprising 6 rooms, 4 bathrooms, up-to-date sanitation, electric light, gas, as well as garage, at \$175.00 monthly. These residences on Mount Davis Road, Pokfulam, face South and are situated in one of the most delightful localities in Hongkong. It is hoped very shortly to provide this neighbourhood with a bus service at popular rates. Apply to "A. JOSEPH, Prince's Bldg., Telephone No. 916.

NOTICE.

HONGKONG BENEVOLENT SOCIETY.

The address of the Hon. Secretary is as follows:
Mrs. John Hunt,
Y.M.C.A., Kowloon.
Tel. Kowloon 1871.

Hongkong, March 5, 1926.

FOR SALE.

FOR SALE.—STEAM LAUNCH about 60 feet long, in excellent condition and suitable for Harbour and River Work. Apply Box 1439 c/o "Hongkong Telegraph."

NOTICE.

We have this day been appointed sole agents in Hongkong and South China for the Sale of Sakura Beer.

DONNELLY & WHYTE,
1st February, 1926.

NOTICE.

TO OWNERS OF DOGS.

The Public are hereby warned that on and after March 10th, 1926 all dogs found straying and wandering between the hours of midnight and 5 a.m. will be shot.

E. D. C. WOLFE,

Captain Superintendent of Police,
March 3rd, 1926.

William Josiah Wilkinson deceased.

Will any person having any knowledge of a Will of the above deceased who died on the 21st day of February 1926 at 25, Praya East, Hongkong, kindly communicate with the undersigned.

JOHNSON, STOKES & MASTER.

4th March, 1926.

GREEN ISLAND CEMENT CO., LTD.

THE THIRTY SEVENTH ORDINARY ANNUAL MEETING OF THE SHAREHOLDERS OF THE COMPANY will be held at the Offices of the Company, St. George's Building, Chater Road, Victoria, Hongkong, on Wednesday 17th March 1926, at 11 o'clock in the forenoon for the purpose of receiving a Statement of Accounts and the Report of the Directors for the year ending 31st December 1925, and declaring a Dividend.

The TRANSFER BOOKS of the Company will be closed from Wednesday 3rd March 1926, until Wednesday 17th March 1926, both days inclusive.

By order of the Board of Directors,
SHEWAN TOMES & CO.,
General Managers.

NOTICE.

NOTICE IS HEREBY GIVEN that the interest and responsibility of Mr. James Francis Wright, senior, in our firm ceased on the 28th day of February 1926.

The business will be carried on in future under the same style or firm name by Mr. James Francis Wright, Junior.

WRIGHT & CO.,

Hongkong, 1st March 1926.

HONGKONG JOCKEY CLUB.

RACE MEETING 1926.

March 1st, 2nd 3rd and 6th.

Members' Badges of Admission are now ready, and may be obtained by those Members who have not already received them, from Messrs. Linstead & Davis, Alexandra Bldg. Members are reminded that these Badges will also admit them to all the Extra Race Meetings this year.

C. B. BROWN,
Secretary.

HONGKONG & SHANGHAI BANKING CORPORATION.

The Final Dividend declared for the year ending 31st December, 1925, at the rate of Three Pounds Sterling together with a Bonus of Two Pounds Sterling is payable on and after the 1st March 1926 at the office of the Corporation, where Shareholders are requested to apply for warrants.

By Order of the Court of Directors,
A. H. BARLOW,

Chief Manager.

Hongkong, 27th February, 1926.

THE MID LEVELS RESIDENTS ASSOCIATION.

The Annual General Meeting will be held at The Ladies' Recreation Club, Peak Road, on Tuesday, the 9th March, 1926, at 6.30 p.m. precisely.

Agenda: To receive the Committee's Report and Statement of Accounts for the year ended 31st December, 1925.

To elect a Committee for the year ending 31st December, 1926. And for such other business as may occur.

E. S. C. BROOKS,
Acting Hon. Secretary & Hon. Treasurer,
9, Queen's Gardens.

The Acting Hon. Secretary will be pleased to receive the names of those persons willing to serve on the Committee for the current year.

Hongkong, March 1, 1926.

THE HONGKONG FIRE INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

The fifty-seventh Ordinary General Meeting of Shareholders will be held at the Offices of the undersigned on Friday, the 26th March, 1926, at noon, for the purpose of receiving the report of the General Managers, together with a statement of Accounts for the year ended the 31st December 1925.

The Share Register and Transfer Books will be closed from the 12th to the 26th March, 1926, both days inclusive.

JARDINE MATHESON & CO., LTD.,

General Managers,
Hongkong Fire Insurance Co., Ltd.
Hongkong, March 5, 1926.

LONDON SCOTTISH REUNION DINNER.

A Reunion Dinner has been provisionally fixed for Friday, March 12th, and all ex-members of the Regiment who wish to attend are asked to send in their names to—

R. O. SUTHERLAND,
c/o Palmer & Turner.

FIRST CHURCH OF CHRIST, SCIENTIST.

Macdonnell Road, below Bowen Road, Tram Station.

Sunday, Service at 11.15 a.m.

Wednesday, Evening Meeting at 5.30 p.m.

Reading Room at above address open.

Tuesday and Friday, 10 a.m. to 12 Noon.

Monday and Thursday, 5 to 7 p.m.

THE BOY WONDER

EMIL DANABERG

(8 years old)

will give 3rd Annual Piano Recital

Tuesday, 9th March

at 5.30 p.m.

ST. ANDREW'S HALL (City Hall)

Kindly assisted by Mrs. Balcan (Violinist) and Prof. Danenberg in two Piano works.

Under the patronage of Lady Clementi.

Tickets at Anderson's

\$3 \$2 and \$1

THE HONGKONG ELECTRIC CO., LTD.

NOTICE is hereby given that the Thirty-Seventh Ordinary General Meeting will be held at the Company's Offices, P. & O. Building, on Friday, 12th March 1926, at 11 a.m. for the purpose of presenting the Report of the Directors together with a Statement of Accounts to 31st December 1925, and electing Directors and Auditor.

The Transfer Books of the Company will be closed from 1st March to 12th March 1926, both days inclusive.

By Order of The Board of Directors,

GIBB, LIVINGSTON & CO., LTD.

Agents.

Hongkong, 23rd Feb., 1926.

LAMMERT'S AUCTIONS

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction,

on MONDAY,

the 8th March, 1926, commencing at 11 a.m. at No. 2, Cox's Path, Kowloon.

A Quantity of Valuable Household Furniture. (Particulars from Catalogue.) On View from Sunday, the 7th March, 1926.

Terms:—Cash on Delivery.

LAMMERT BROS.,

Auctioneers.

Hongkong, March 1, 1926.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction,

on MONDAY,

the 8th March, 1926, commencing at 2.30 p.m., at No. 1, Armand Buildings, Kimberley Road, Kowloon.

A Quantity of Valuable Household Furniture. (Particulars from Catalogue) also

1 No. IX Victrola in good condition. On View from Sunday, the 7th March, 1926.

Terms:—Cash on Delivery.

LAMMERT BROS.,

Auctioneers.

Hongkong, March 2, 1926.

G. R.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction,

on

TUESDAY, WEDNESDAY and THURSDAY, the 9th, 10th and 11th MARCH, 1926,

at H. M. NAVAL YARD, Hongkong, and at KOWLOON NAVAL DEPOT,

commencing each day at 9.30 a.m. with an interval from 12 noon to 1.30 p.m.

OLD AND SURPLUS NAVAL STORES,

&c., &c., &c.

Comprising:—

Money Chests, Sewing Machines, Metal Branch Pipes, Life Boat, Gigs, Balsa Rafts, Boats Sails, Electrical and Wireless Telegraphy Fittings, Glycine, Electric Cable, Cooking Stoves, Ships Fittings and Firehose Gear, Iron Mattresses, Water Closets and Pans, Life Belts, Carpets, Rugs, Mats, Table Covers, Blankets, Counterpanes, Curtains, Overcases, White Tiles, Leather and Metallic Hoses, Canvas Tubing, Old Cordage, Canvas Bags, Old India Rubber, Old Leather, Old Woollen and Linen Rags, Metal Propellers, Old Paint Drums, Old Cork, New Canvas Cuttings, Old Iron and Steel, Old Brass, Copper, Lead and Zinc, Copper and Brass Tubes, Coal Sacks, Brown Jean, Wood and Iron Blocks, Lamps, Lanterns and Gear, Gauges, Old Steel Tubes, Old Steel Wire Rope, Dirty Mineral Oil, Olive Oil and Oil Fuel, Chain Cable and Gear, Drilling and Grinding Machines, Lathes, Steam Hammer, Davits, Pinnace, Cutter and Dynamo Engines, Chairs, Compasses, Binnacles, Logs, Clocks, Iron, Drums and Tanks, Old Bunting, Fire Engine, Engines and Boats Bollers, Rigging Chain, Wire and Fibre Brushes, Glass Tubes, Table Fans, Baths, Anvils, Forges, Vices, Miscellaneous Tools, Ironmongery, Protective Mattresses, Filters, Air Compressors, Seine, Nets, &c., &c.

Lots may be inspected on Monday, 8th March 1926.

Also sale of Old and Surplus Victualling Stores at Kowloon

on Friday, 12th March.

Comprising:—Table Linen, Implements, Serge, Flannel, &c. Remnants, Blankets, Sundry Articles of Mess and Table Gear, (Including Electro Plated Ware), Clothing, Condensed Provisions for Poultry Feeding, &c.

Terms of Sale:—As detailed in Catalogue.

LAMMERT BROTHERS,

By Appointment Auctioneers to the Admiralty.

HUGHES & HOUGH LIMITED.

GENERAL AUCTIONEERS. IMPORTERS, EXPORTERS & GENERAL BROKERS.

PUBLIC ROUP.

The Undersigned have received instructions to sell by Public Roup.

(For Account of the Concerned), on

WEDNESDAY

the 10th March, 1926, at 5.15 p.m. at the Hongkong Jock Club Stables—Causeway Bay.

Several well-known Race Ponies

(Full Particulars from Catalogue) which will be issued

Terms:—Cash on delivery.

HUGHES & HOUGH, Ltd.,

Auctioneers.

Hongkong, 3rd March, 1926.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction

on SATURDAY,

the 6th March 1926, commencing at 11 a.m., at No. 8, Duddell Street

A Quantity of Household Office Furniture

comprising:—

M.T. Bureaus with Mirrors, Teak and M. T. Wash Stand, Bookcases, Office Chairs, etc., etc.

also

A Lot of Lim Wood Flooring and Galvanized Rain Water Pipes

and

A Quantity of Miscellaneous Goods.

Terms:—Cash on Delivery.

LAMMERT BROS.,

Auctioneers.

BY ORDER OF THE MORTGAGEES.

PUBLIC AUCTION

of

The Valuable Leasehold Property, Situate at

Victoria in the Colony of Hongkong, and known as The Remaining Portion of Inland Lot No. 705 together with the premises thereon now known as

No. 21 Robinson Road,

on

WEDNESDAY,

the 17th day of March, 1926,

at 3 o'clock p.m., by

Messrs. LAMMERT BROS.,

at their Salesroom, No. 5 Duddell Street, Hongkong.

For further particulars and Conditions of Sale apply to:—

Messrs. WOO AN NASH, Mortgagees' Solicitors, Bank of China Building, Queen's Road Central, or to

Messrs. LAMMERT BROS.,

Auctioneers,

No. 5 Duddell Street.

Dated, 24th February, 1926.

FISH

Macao Sole, Sciaenae, Mullot, IMPORTED FRESH DAILY.

FRESH—CLEAN—PURE.

HONGKONG FISH STORE

59, Des Voeux Rd. Tel. C.234.

Before You Advertise

COUNT THE "TELEGRAPHS"

On The Kowloon Ferry

CHINA AUCTION ROOMS.

4, Duddell Street.

If you have anything you would like to sell, exchange or advertise send it to the CHINA AUCTION ROOM.

E. V. M. R. DE SOUSA.

PUBLIC AUCTION.

BY ORDER OF THE MORTGAGEES.

PUBLIC AUCTION.

on MONDAY,

the 8th day of March, 1926, at 8 o'clock in the afternoon at the

China Auction Rooms, 4 Duddell Street, Victoria Hongkong.

THE VERY VALUABLE LEASEHOLD PROPERTY situate and being Nos. 244 and 246 Des Voeux Road Victoria aforesaid and registered in the Land Office as THE REMAINING PORTION OF INLAND LOT NO. 1556 and THE REMAINING PORTION OF INLAND LOT NO. 1667.

IN ONE LOT.

The property comprises the two messuages known as Nos. 244 and 246 Des Voeux Road (being the premises occupied by The Tai Yau Company Limited).

The property contains a total area of 1,582 square feet or thereabouts and is held under two several Crown Leases respectively for the terms of Nine hundred and ninety-nine years and nine hundred and ninety-nine years.

For further particulars and conditions of sale apply to

Messrs. DEACONS,

1 Des Voeux Road, Central, Vendor's Solicitors or to

Mr. E. V. M. R. DE SOUSA,

The Auctioneer.

Hongkong, March 5, 1926.

PUBLIC AUCTION.

The Undersigned has received instructions to sell by PUBLIC AUCTION, for account of the concerned, at the Hongkong and Kowloon Wharf and Godown Co's Godowns Nos. 6 and 18, Kowloon,

on TUESDAY,

the 9th March, 1926, commencing at 11 a.m., the following sea-damaged goods ex a.s. Altai Marz viz:—

1 Case Compo.

1 Case Dried Oysters.

2 Cases Dried Fish.

6 Bales Paper.

5 Cases Musical Instruments.

59 Cases Mercerised Cotton Yarn.

11 Packages Grey Cottons.

19 Bales Grey Shirts.

1 Case Striped Cotton Drill.

1 Bale Cotton Cloth.

5 Cases Red Shirts.

14 Bales Cotton Yarn.

9 Cases White Shirts.

</

REPULSE BAY HOTEL.

A SPECIAL RACE WEEK DINNER DANCE

WILL BE HELD ON
Saturday 6th March,
1926.

(FANCY OR EVENING DRESS OPTIONAL)

Late Bus to the Peak Hotel 12.15 a.m.

Special Bus to the Hongkong Hotel 12.30 a.m.

TABLES MAY BE BOOKED AT THE
HONGKONG OR REPULSE BAY HOTELS.

TELEPHONES C. 2581 AND 776.

The Hongkong & Shanghai Hotels, Ltd.

HONGKONG TO EUROPE.

A SPLENDID OPPORTUNITY
TO TRAVEL FROM HONGKONG TO EUROPE IS
AFFORDED BY THE LARGE AND LUXURIOUS

CUNARD LINER

S.S. "LACONIA"

Via:—INDIA, CEYLON, EGYPT and MONACO
Due to Sail from Hongkong at 7 p.m.
on the 20th March, 1926.

FOR PASSAGE RATES and FURTHER INFORMATION APPLY TO:—

THE TOURIST DEPARTMENT.

OF

The Hongkong & Shanghai Hotels, Ltd.
16, Des Voeux Road, Central.
HONGKONG.

"EVERY MILE A PICTURE."



TRAVEL HOME

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THE NEW ROUTE

VANCOUVER — MONTREAL — NEW YORK.

Mt. Robson, highest of all Canadian Rockies.
Golf and comfort Jasper National Park Lodge.
Vast Forests and Grain Fields.
The Great Lakes and Niagara Falls.

Specialty designed equipment in Trans-Continental
Trains — Unsurpassed Dining Car Service at moderate
rates — Radio equipped Observation Cars.

For Illustrated Literature and Rates Apply:—

Telephone Cent. 2004. ASIATIC BUILDING Queen's Road Central.

CANADIAN NATIONAL RAILWAYS

SHORT WEIGHT.

DOCILITY OF BRITISH SHOPPER.

Renewed attention has been directed to the problem of short weight and measure by the report of evidence submitted to the Food Council, published recently. Abuses have been pointed out, and remedies suggested. But has this publicity made the average shopper more astute? Observations made at busy markets like Farringdon-Street and Great Pulteney-Street, Soho (writes an *Observer* representative) persuade one that it has not. The problem, with regard to most of the abuses, is mainly a psychological one; at present the psychology seems to be all on the side of the street trader and shop salesman.

Take, for example, the old trick of "bumping the scales." In weighing things like apples, potatoes, etc. This was still fairly general. I watched one bright young man, a model of perspicacity from his employer's point of view, who was an adept at it. He not only bumped the goods into the scale, and scooped them out well before the rebound, but did it to the accompaniment of a lively patter, such as "Eat more fruit," "Eat more spuds," "Take temperance from the lady," possibly designed to distract the buyer's attention. Combined with this, the scales had an obvious list towards the profit side.

RHYTHM AND PERSONALITY.

And yet buyer after buyer passed docilely from scales to cash-desk; not one stopped to insist that the goods should be re-weighed in a proper manner. Why? That is where the buyer's psychology comes in. Most buyers would rather put up with short weight than be suspected of what might look like "mean-ness," though it is obvious that until this "bumping" business is systematically challenged, it will go on. Sometimes it is probably not intentional; it arises from the liking salesmen have for disposing of customer after customer with a "bang," so to speak. They keep the scales banging for the same reason that the hair-dresser keeps his scissors clicking. Rhythm! But rather expensive rhythm from the buyer's point of view.

"Bulk" things, like cauliflowers, cabbages, and beetroot, obviously gave the trader or salesman any amount of licence. They were not priced. The housewife came along with her bag, picked out one or two, and asked how much? The price appeared to vary somewhat according to the buyer's appearance, and even then it was frequently dropped by a penny or twopence where the buyer murmured: "Right O, lady, I'll lotcher have it for—" clinched the deal. But why any deal at all? Why not a marked price, and sale by weight? "It could easily be done," a woman told me. "If some cauliflowers or cabbages have bigger centres than others, they can be graded accordingly." The trader was all in favour of the present method; it "saved trouble." If cauliflowers and cabbages were sold by weight, would the buyer pay for thick outside leaves—"potticoats"—which were waste?

THE "EVAPORATION" DIFFICULTY.

Observations at Farringdon-Street suggested no way out of the "loss by evaporation and bleeding" difficulty. Naturally, you paid on a basis of present weight, which included, in the case of cold-storage meat, ice and water. In some cases the joint was hooked momentarily on to a spring scale with anything but a meticulous indicator. Where the latest type of dial machine was used, and buying was brisk, the needle was hardly given time to come to rest. In one shop weight was completely ignored. You bought by the piece the salesman taking joint after joint from its rod, slapping it soundly with the bare hand, and knocking it down by sixpences until he found a buyer to take it on trust.

On many stalls in both markets the trader's scales were in obscure positions, often with little clearance between them and the piles of fruit or vegetables. Some looked the worse for wear, and had not exactly been poised with a spirit-level. Even in the clean, bright provision shops there seemed to be a certain amount of slap-dash weighing going on with commodities like lard, rashers, and butter and where butter was already wrapped it was not always "sealed" before selling. The docility of buyers in the face of quick, slick salesmanship

ELK CHASES MAN.

UNDIGNIFIED RETREAT OF HIGH OFFICIAL.

Sam, the solitary London Zoo elk who, recently arrived from Norway, has been providing "high jinks" for the officials.

This is seemingly in celebration of the fact that, after a sojourn in the stuffy atmosphere of the sanatorium, he has now been placed in a half-acre paddock, where he is thoroughly enjoying the present wintry conditions.

In order to gain a record of this giant of the deer tribe in his new surroundings, a high official of the Zoo went down to photograph him, but Sam was not seeking such publicity. As the keeper opened the door of the log hut leading to the paddock, the elk lowered his ears and lunged with a leg to such a height that the keeper narrowly escaped having the top of his skull crushed in.

After this unwelcome reception there was an interval to await the retreat of Sam to a safe distance, when the high official, gripped his courage and his camera and entered the paddock. Strategically, Sam promptly cut off all chance of retreat to the log hut—the only exit—and then slowly advanced towards the photographer.

The glint in Sam's eye was enough for the official, who, regardless of dignity, quickly scaled some six-foot railings and left Sam in victorious solitude.

It indicated the most remarked thing. It indicated that shoppers will have to overcome their reticence and dignity, and match the salesman's psychology with one as astute, if short weight and measure are not to continue, Food Council exposure notwithstanding.

BRITISH FASHIONS.

NEW MODEL HOUSE OPENED.

When the Duchess of Portland formally opened the British Model House, in Regent-street, on the afternoon of January 27, there was inaugurated the biggest co-operative effort ever made by British textile trades.

The object is to establish a fashion and dress goods centre in London, so that the use of British materials may be encouraged in all that goes to make up women's fashions.

Hitherto women have depended on foreign countries for their fashions, and this has resulted in the use of foreign materials. The British Model House will teach women how to be patriotic as well as fashionable, which hitherto has been thought impossible.

The serious effect on employment in this country of fashion leaders and their followers using foreign materials to carry out their foreign designs is hardly realised. There are a million British workers dependant on the manufacture of textiles within the scope of the Model House!

The idea was first put forward by a committee representative of the Bradford Chamber of Commerce, the Woollen and Worsted Spinners' Federation, the Woollen and Worsted Trades Federation and the British Silk Association. The British Model House is the result. It occupies a splendid building on seven floors in Regent-street. It will employ a large staff of designers and craft workers, creating British models from British materials for the supply of the trade in Great Britain, and ultimately, it is hoped, in the Empire overseas and in foreign countries also.

THE NAVY'S CHOICE

Coates' ORIGINAL

PLYMOUTH GIN

OBTAINABLE.

EVERYWHERE.

Hear these latest Fox Trots with Vocal Chorus on your Phonograph—

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FRESIE (The New Collegiate).

CAROLINA SWEETHEART.

NOBODY BUT FANNY.

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Six thousand
miles—and
still "factory-fresh"

If you came by one of our great factories each morning for your daily supply of newly-made Chesterfields, you would scarcely find them fresher than those you buy here.

For each package of twenty Chesterfields, triple wrapped in stout paper and foil, is given extra protection by an outer moisture-proof wrapper of glassine.

Nothing could taste better than fresh Chesterfield cigarettes. And thanks to its unique package, Chesterfield arrives in China as firm, as fresh, and as clean, as on the day it leaves our factory.

NOW ON SALE IN ALL
LARGE CITIES IN CHINA

LIGGETT & MYERS TOBACCO CO.



10-Day Test FREE Mail the Coupon

A New Way to lighten cloudy teeth



—and without bleaching or harsh grit
The way foremost dentists now are urging

DULL teeth, dingy teeth, teeth that lack gleam and luster—modern science has discovered a new way to correct them.

In a short time you can work a transformation. In ten days you can have whiter, more gleaming teeth than you ever thought you could have.

This offers you free a 10-day test. Simply use the coupon. Why teeth lose color, how combating the film works—note results in 10 days.

Look at your teeth. If dull, cloudy, run your tongue across them. You will feel a film. That's the cause of the trouble. You must remove it, and combat it.

Film is that viscous coat you feel. It clings to teeth, gets into crevices and stays. It hides the natural luster of your teeth. It also holds food substance which ferments and causes acid. In contact with teeth, this acid invites decay. Millions of germs breed in it. And they, with tartar, are the chief cause of pyorrhea.

Ordinary tooth pastes were unable to cope adequately with that film. Not one could effectively combat it. Harsh grit tended to injure the enamel. Soap and chalk were inadequate.

Now modern dental science has found two new combatants.

Their action is to curdle film and then harmlessly remove it. They are embodied in a new type tooth paste called Pepsodent—a scientific method that is changing the tooth cleansing habits of some 50 different nations.

Don't you think it worth while to try it for 10 days; then to note results yourself?

Make the test. Remember, every time you eat, food clings to your teeth. Film is constantly forming. The film that ruins teeth; that mars their luster, makes them look dingy and dull.

This new way will remove and constantly combat it—will give you the lustrous teeth you envy.

It will polish your teeth; give them a new beauty that will delight you.

Make the test today. Clip the coupon for a free 10-day tube. Why follow old methods when world's dental authorities urge a better way?

Protect the Enamel

Pepsodent disintegrates the film, then removes it with an agent far softer than enamel. Never use a film combant which contains harsh grit.

Pepsodent

The New-Day Dentifrice

Based on modern research. Advised by leading dentists the world over. You will see and feel immediate results.

10-Day Tube Free

THE PEPSODENT COMPANY,
Dept. Ch-18, 1104 So. Wabash Ave., Chicago, U. S. A.
Mail 10-Day Tube of Pepsodent.

Name _____

Address _____
Give full address. Write plainly. Only one tube to a family.

FRENCH SORCERY CASE.

"EXORCISING THE DEVIL"
FROM AN ABBE.

Abbe Desnoyers, the cure of Bombon, who was flogged in his own church by a group of men and women from Bordeaux, who accused him of having cast spells over the leader of their sect, Mme. Marie Mesmin, has now sufficiently recovered from the assault to give evidence before the examining magistrate at Melun.

His examination by the magistrate dealt mainly with his association with the curious sect of Notre Dame des Pleurs, founded by the former concierge, Mme. Mesmin, after a statue which she brought from Lourdes, was said to have been seen to weep. It was in 1921 that Abbe Desnoyers was first placed in communication with Mme. Mesmin by a disciple of the sect, Mme. Mesmin made a speech at a banquet, in which she declared that she possessed twelve apostles for her new religion, and asked the Abbe Desnoyers whether he would rather be Peter or John. He politely refused, but intervened later in the speech to protest against certain assertions of Mme. Mesmin which were contrary to Christian teaching.

The next day Mme. Mesmin declared that his stubbornness had caused her great suffering. Abbe Desnoyers went to see her, but came to the conclusion that her fever was caused by physical rather than by moral suffering. He was something of a doctor, so he there and then prescribed and applied blisters to ease the congestion. Thereafter, Mme. Mesmin declared that he had cast spells over her, and the assault in the church was arranged and carried out, for the purpose of "exorcising the devil" within him.

DEVIL'S ISLAND.

CONVICTS' SECRET IN ENGLAND.

A remarkable story of a Frenchman's escape from Devil's Island penal settlement, in French Guiana, his secret landing in this country from a fishing boat, and his record of crime in England was told recently at Marylebone Police Court.

Victor Louis Vacher, aged 53, described as a clerk, of Fitzroy Street, St. Pancras, pleaded guilty to five charges of thefts from motor-cars, and to failing to register himself as an alien.

Detective Jenkins, in evidence, stated that Vacher had told him he was a Parisian and that in 1913 for a trivial offence he got a life sentence and was taken to the penal settlement in French Guiana. Vacher said he escaped in 1917, and having crossed the border into Dutch Guiana obtained employment with an American aluminium company and worked in a forest for two years. He was eventually sent to British Guiana and thence to Venezuela. From there he worked his passage on a sailing vessel to Bordeaux, arriving at the end of 1919. He then made his way to Dieppe, and slipped into England at Southend on a fishing boat at the beginning of 1920.

For four years, the detective added, Vacher said he had worked in various restaurants in London, but had never registered. In January last year he was unable to obtain a situation because of the absence of an identity book, and it was on that account that he resorted to stealing from motor-cars.

The Magistrate passed sentence of twelve months' hard labour and made an order recommending Vacher for deportation.

[The penal settlement in French Guiana is the Ile du Diabolé (or Devil's Island), noteworthy as the prison of Alfred Dreyfus, confined there in 1894-99.]

After 21 years' service on the Rock of Gibraltar—a record—the 5th Heavy Battery of the Royal Artillery have arrived, at Plymouth. Formerly known as the 7th Company, Royal Garrison Artillery, they sailed from Plymouth to Gibraltar on November 8, 1904. The Commanding Officer, Major M. G. E. Walker, has been with the battery during the greater part of its service at the Rock, his term there being broken only by the war, when he served in France. The present battery in 1911 rescued survivors of the steamer Delhi, which went ashore at Cape Spartel.

FILM HERO DIVORCED.

RUDELPH VALENTINO
FREE FOR SECOND TIME.

Mrs. Winifred Hudnut Valentino has just obtained a decree of divorce in Paris against her husband, Mr. Rudolph Valentino, the famous film hero, on the ground of desertion.

After obtaining a divorce from his former wife, Jean Acker, Rudolph Valentino married Miss Hudnut, daughter of a New York millionaire millionaire perfumer, in May 1922.

His divorce decree, however, had not then become operative, and the couple were remarried in March 1923.

There was a hint of a rift in their domestic affairs when Mrs. Valentino sailed from New York last August for Paris, on what both Mr. and Mrs. Valentino called "a marital holiday," as they had found home life trying to their temperaments.

Mr. Valentino accompanied his wife to New York and kissed her good-bye.

Rudolph is an Italian, his real name being Guglielmi. He is about 34 years of age.

His wife has figured on the screen under the professional name of "Natacha Rambova." Her father owns a magnificent residence at the Cap Antibes, on the Riviera.

Rudolph Valentino sailed from Southampton recently on his return to America.

Before leaving, he said that he was to appear in a new film called "The Son of the Sheikh."—Central News.

"SCRAP THE LOT."

MUSSOLINI ON
DISARMAMENT.

Rome, Jan. 25.—In interview dealing frankly with Italy's world position, Premier Mussolini told the United Press that he was firmly resolved not to accede to any plan for the abolition of submarines unless England and America were willing to go all the way and scrap their war equipment entirely.

"To want to abolish submarines," declared Mussolini, "because during the last war they were unfairly used against merchant vessels is the same thing as wanting to abolish airplanes because they were often employed to bombard undefended cities. All means of war can be used unfairly."

"The elimination of submarines would result in a fatal inferiority for poorer nations. Wealthy nations, like American and England, can afford to build ships and the result would be that we should be entirely at their mercy."

Mussolini was in a rarely obliging mood and touched freely on a great variety of important topics. He felt that a great deal of unnecessary concern had been felt abroad because of what they termed his "plan to restore the Roman Empire."

"The word 'empire' has more than one meaning in the Italian language," said the premier. It may mean a form of government such as existed in the early centuries of the Christian era. It may also mean, force, right, might, and dominion.

"The history of the United States is one of the best examples of imperial expansion. American imperialism has been often spoken of recently in the same way foreigners are beginning to speak of Italy's imperialism."

He declared that Italy's plans for extending her influence in the world did not contemplate expanding her territory at the expense of other nations. He praised the agreement for funding Italy's debt to America and said that Italy would work, save and pay.

He said the Locarno agreements were incomplete without other similar pacts for the promotion of friendship among European nations.

A baby boy was found in a fish basket suspended on the railings of Bath Workhouse. A paper with the name "James Simmonds" was attached to his clothing. That was 77 years ago. The founding spent his whole life in the workhouse, and his death is just announced. He had never been in a railway train. A visit to a cinema some years ago was his only experience of a place of entertainment. He worked in the workhouse laundry.

FORGOTTEN ON ISLAND.

PLIGHT OF WHITE MAN AND FAMILY.

How a white man, with his sick wife and children, forgotten by his employers, stranded for months on a coral-girt island in the Pacific, and finally rescued in a starving condition, is described in the Melbourne Herald.

The man, Mr. Schafer, was an overseer of a copra plantation a Hull Island, which changed hands in 1924. He did not know of the change, but guessed that something was wrong when the usual boat did not call. What had happened was that, without bothering about their property, the new owners went into liquidation, and if they knew they had an overseer in that lonely spot, they did not worry about him.

Early last year a steamer called and left letters and provisions. From then until October 31, when the mail steamer Aorangi called with further letters, the family were left stranded, with their 25 native boys.

When the Aorangi's passengers lined the rails to watch Schafer come out in a native canoe, they were astonished to hear him shout hoarsely that he and his family were starving for a white man's dinner.

"I have been forgotten in the outside world," he said. "We haven't seen a boat for eight months. Our supplies ran out long ago. Our only kai kai (food) has been bananas, pineapples, taros (native potatoes) and coconuts."

"My wife is sick, my two children are sick, and some of the natives are down, too."

Schafer's face was lean and haggard, with sunken eyes. To add to his sufferings, he had lost his false teeth.

While the wireless operator tapped out the story of his plight to the Government at Fiji, bread, meat, rice, flour and medicine were lowered into the canoe, and the passengers gave cigarettes, tobacco, whisky and brandy, with chocolates and "soft drinks" for the children. Then the steamer left again, and the modern Robinson Crusoe was lost to view, but three days later a rescue ship set out from Fiji.

"My Advice is—England—Harrogate!"



Hundreds of people, their nerves and vitality shattered through malaria, endemic and similar tropical ailments, are sent by their medical advisers to Harrogate for change of interest and climate. At Harrogate you will find a never-ceasing round of entertainment and sport, whilst the bracing moorland breezes are nature's own antidote to the poisons engendered in your system during your stay in the tropics. Added to this there are 57 natural waters and numerous medical treatments specially directed to tropical ailments. Harrogate is unexcelled in its Educational Facilities. Send your children to have a first-class education in a climate that will ensure their physical well-being.

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OPPOSITE THE RACECOURSE
SHANGHAI.

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The Electric Fire is the only one quite free from dust, dirt, smoke and fumes; it can be placed anywhere in the room just where convenient to you and where the warmth is most effective.

It is ready for use at any time; in your bedroom in the morning, at breakfast, and whenever you want bright cheerful heat quickly.

The Electric Fire springs into cheerful warmth at a touch of the switch.

Interesting leaflets about Electric Radiators will be forwarded, post free, on request.

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GERMINAL CIGAR FACTORY



Once you have tried Germinar "EXCELLENTS" you will always smoke them!

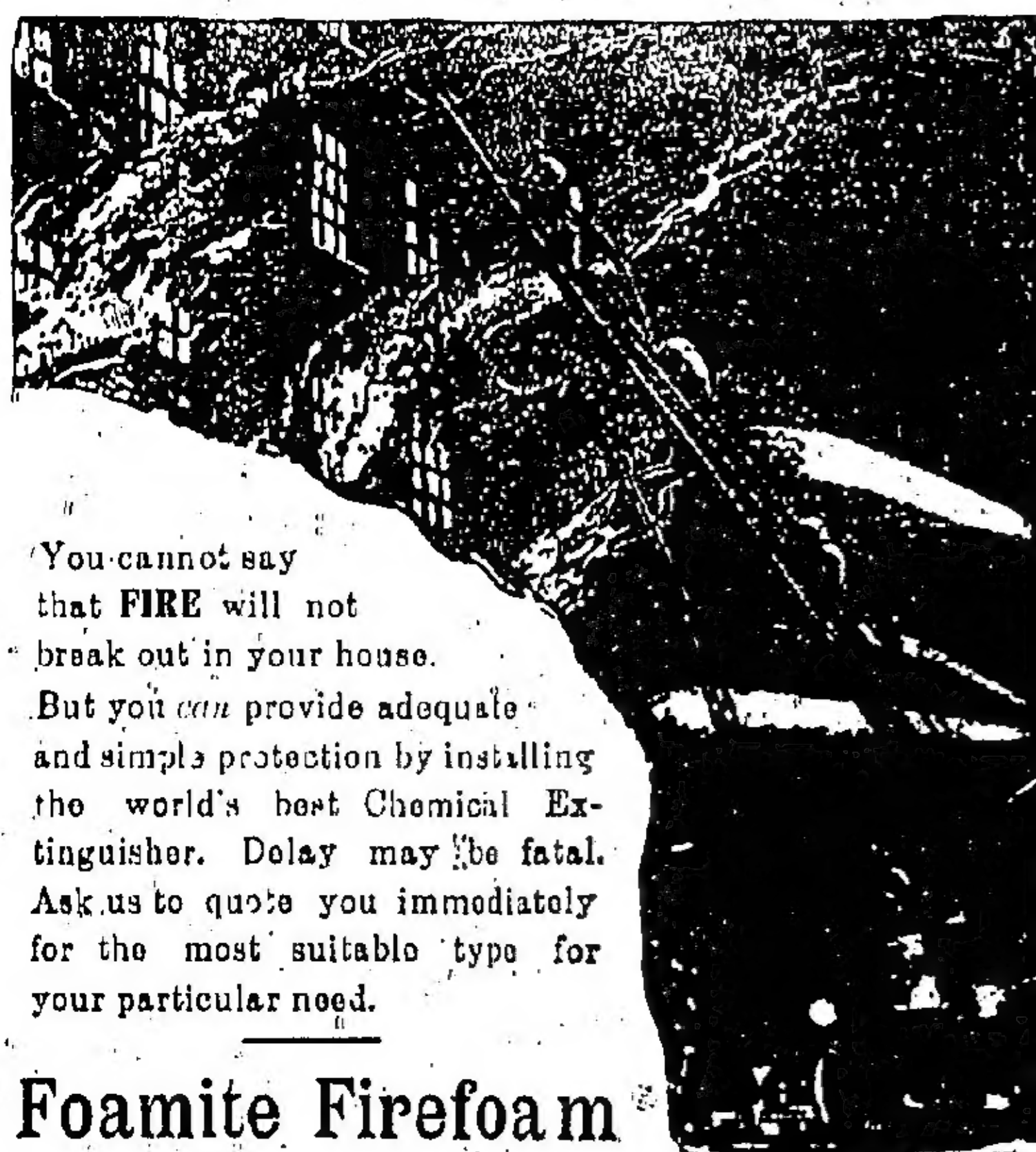
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break out in your house.

But you can provide adequate
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Ask us to quote you immediately
for the most suitable type for
your particular need.

Foamite Firefoam

The United Asbestos Oriental Agency, Ltd.

2, Queen's Buildings.

Tel. C. 236.

NATION OF SINGERS.

**WHY A PIT MANAGER
HUMMED A TONE.**

Mr. Yachell, K.O.: They all
sing in Wales.

Mr. Matthews: My friend has
said, on former occasions that
they sing "Land of my Fathers,"
and then turn round and pick up
a clod of it and throw at each
other.

Mr. Justice Groor: According
to experience I have had recently,
they sing something called
"Aberystwyth."

This dialogue on the music of
Wales occurred during the re-
sumed hearing of the action
brought in the King's Bench
Division on behalf of 800 miners
employed at the Hafodyrnyas
Colliery, near Pontypool.

The men sued for loss of wages
on the ground that they could not
work in the mine because it was
unsafe.

During an examination, the
under manager was said to have
been "humming and treating the
whole matter in a very off-hand
fashion."

He replied that it was his habit
to hum while in the mine.

A mechanic named Thomas
Llewellyn said he thought that a
shaft about which the men com-
plained was safe.

"I would not have been afraid
to put my bed there and sleep all
night," he declared.

Mr. Matthews: And dreamed
that you dwelt in marble halls, I
expect. (Laughter.)

The hearing was adjourned.

"CURSED" MILLIONS.

**ACQUITTED MAN GETS
VAST FORTUNE.**

New York. — The "murder
germ" trial of last spring is re-
called by the recent decision of
the courts that William D. Shep-
herd is entitled to the fortune left
by his millionaire ward, William
Nelson McClintock.

At the time of his death Mc-
Clintock was 21 years old.

When his father died the boy
was only five. Mrs. McClintock
and her child then went to live
with William D. Shepherd and his
wife.

On the death of Mrs. McClintock
the boy became Shepherd's foster
son.

William Nelson McClintock's
father's great fortune came into
the possession of the lad on the
latter attaining his majority; and
it was alleged in court that the
youth had made a will in Shep-
herd's favour.

But later, the youth became
betrothed, and was believed to
have intended to alter his will in
favour of his bride, Miss Isabelle
Pope.

BROKEN ROMANCE.

Miss Pope was at young Mc-
Clintock's bedside when he died.
Last June, Shepherd was ac-
quitted of a charge of having
caused typhoid germs to be
administered to the wealthy
youth.

William Nelson McClintock is
reported to have left 20 million
dollars, or £4,000,000.

After his death there came a
revival of stories of "the cursed
McClintock millions," which had
"always been unlucky."

The fortune was derived from
William Hicking, who emigrated
from England when a boy, and
built up wealth after the great
Chicago fire of 1871.

"ST. JOAN."

**GERMAN PROFESSOR'S
CRITICISM OF MR. SHAW.**

An essay on "Shaw's Portrait
of Joan of Arc," published in
the January *Historical Review*,
Berlin, is arousing considerable
attention as a posthumous work
of Professor Felix Liebermann,
whose untimely death a few
months ago robbed Germany of
one of her leading historians.

Professor Liebermann bases his
criticism on the fact that in the
preface to the play the author
claims to portray the historical
truth. He in no way discusses
the problems of Joan's character
as interpreted by Mr. Shaw in
his purely artistic capacity. But
the historical truth, as seen by
Professor Liebermann, implies
that Joan was more strongly
directed by her patriotic feelings
than the Shaw play indicates.
Throne and altar were more
strongly allied in the peasant-
girl's imagination than the
modern mind can conceive; the
glory of God and the Dauphin
were to her more or less concrete
whole. Not the enthusiastic
fantasy of the adolescent, but the
really morbid hallucination of
the mentally unstable must be
promised as the basis for the
strength of her convictions.

Granted these premises, which
do not actually differ so very
strongly from Mr. Shaw's con-
ception, Professor Liebermann
attacks the big scene of the play.
The tribunal that tried Joan, he
insists, was actuated less by re-
ligious than by national-political
motives. Joan's support of the
Dauphin's claim to the throne
meant more at the time than any
polemics against the Pope and
the Church. To burn her as a
witch implied to the world that
the Dauphin's claims were in-
spired by the Devil, and the way
made clear for the English pre-
tensions. Her judges were
politically directed, not actuated,
by the Professor Liebermann
maintains that if Mr. Shaw has
chosen to differ from the opinion
posterity has formed on this
famous error of justice, he knew
what he was doing. But the
spirit of the satirist studying the
past in the light of our present-
day system blow historical ac-
curacy to the winds.

MILLIONAIRE VILLAGE.

**RICHEST SPOT OF ITS
SIZE IN THE WORLD.**

Berlin.—Through an almost
fantastic windfall, the little Bava-
rian village of Freiahorn has
become, perhaps, the richest
place of its size in the world.

Nearly 50 years ago, a young
man left there for the United
States to make his fortune, and
eventually became the owner of a
very valuable coal mine.

His last business deal before
he died was to sell this mine
for 93 million dollars (over
£18,000,000). He left his fortune,
390 million marks (£19,500,000),
to seven relatives still living in
Freiahorn.

The little village, therefore,
will be able to boast of seven
millionaires.

The windfall is sufficient to
make every man, woman and
child in the village a millionaire
(in marks) four times over.
Freiahorn wonders if record-
breaking America can go one
better than that!

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FOR THE PARTICULAR PERSON**

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A. 21

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FOOD
MEANS
SOUND
SLEEP.

FRECKLES AND HIS FRIENDS



Within the Law

By Blosser

Elizabeth Arden says:

Don't mistake the cultivation of loveliness for make-up. They are miles apart! It is wisdom of course to make subtle use of fine toilet accessories to enhance and accent the features and the natural colouring. But it is tragic to try to hide blemishes with cosmetics for each year you will grow more and more dependent on those artificial means of concealing the ravages of your unwisdom.

Learn to care for your skin scientifically to keep it young and naturally lovely. Quickened the circulation that carries off poisons and brings fresh colour to the cheeks. Drive away all signs of age by holding the keen contour and the radiant sparkle of youth.

We have the following Elizabeth Arden Venetian Preparations in stock:

Venetian Velva Cream
Pore Cream
Anti-wrinkle Cream
Special Astringent
Muscle Oil
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Cream for hands.

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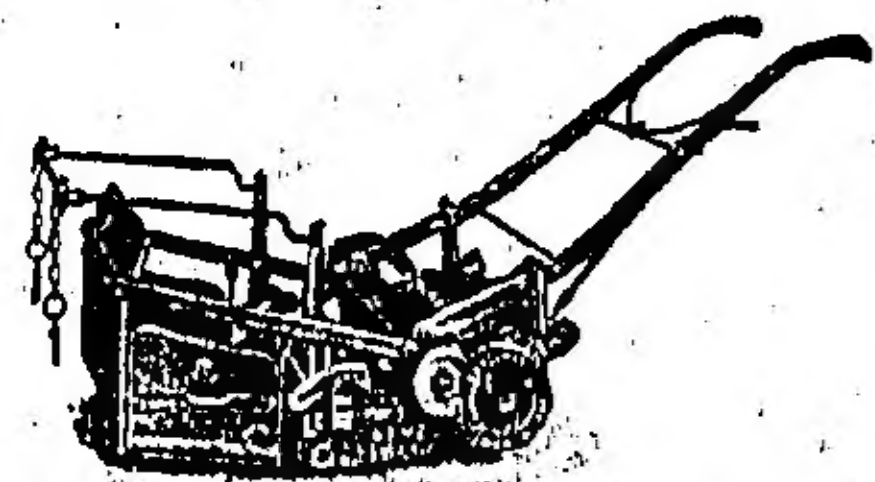
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'ANGLO PARIS' MOWER FITTED WITH
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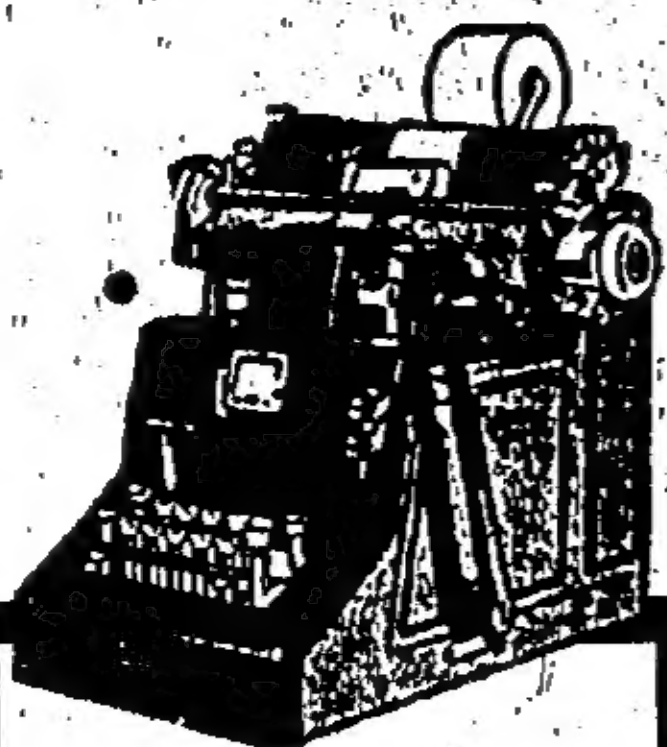
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1832

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MOTOR LAWN MOWER
1902

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Dalton

The Telegraph.

SATURDAY, MARCH 6, 1926.

HOLDING THE BALANCE.

Sir Austen Chamberlain and Mr. Stanley Baldwin have undoubtedly made out a very strong case in favour of leaving the British delegates to Geneva entirely free to vote as they think best on the question of increasing the number of permanent seats on the Council of the League of Nations. British opposition to the suggestion that three or four other nations should be given permanent seats at the same time as Germany, is based on the feeling that such an act would not be playing the game to Germany because it would be an off-setting move by those who wish to keep Germany a negligible quantity in the councils of Europe. That is where the British opposition begins and ends. It might be all to the betterment of the League's influence for good if its Council were enlarged by the granting of permanent seats to Spain, Poland, Brazil and China, but to proceed with that enlargement just at this juncture opens up so much room for suspicion and distrust, that it has been other than wise to raise it. Britain did not raise it, neither has Britain inspired any other nation to raise it, but Spain and Poland say that if Germany is to be given a permanent seat, they ought to be given permanent seats as well.

Liberal and Labour opinion in Britain, and the bulk of public opinion generally, is strongly against doing anything that will rob Germany's admission to the League of its moral value for that country, or anything that will break down the spirit of international co-operation in Europe that has been manifest since the signing of the Locarno agreements. And we believe that Mr. Stanley Baldwin and Sir Austen Chamberlain are both genuinely anxious to act in accordance with that public opinion, but are, at the same time, keen on doing all they can to placate and reconcile the conflicting standpoints of the nations primarily concerned with the outcome of the forthcoming Geneva meeting. On the one hand, Germany has threatened that if her permanent admission to the Council is made in company with the permanent admis-

sions of others she would just as soon keep out of the League altogether, and there have been similarly obdurate and implacable sentiments to the contrary uttered by France, Poland and Spain, Britain, so far as its official attitude is concerned, seems to be the only influential nation with freedom of action and there is tremendous force in the argument that the British delegates should go absolutely unfettered to work for that reconciliation which is so obviously desirable. If Britain officially adopted the attitude that it would not at this stage countenance the admission to permanent membership of the Council of any other nation than Germany, it would deprive its delegates of the power of their uncertain vote—a power which might possibly be exerted for the everlasting good of the League and for European peace.

British opinion is that Germany alone should be admitted—Mr. Baldwin has confessed as much—but, seeing the inevitability of discord and the possible break-up of the League if there is a persistence in that attitude, the Government has asked for discretionary powers for its delegates in the hope that their freedom will avert a catastrophe. Knowing the calibre and merit of those delegates—Sir Austen Chamberlain and Viscount Cecil—we find no fault with the decision. We agree with the majority opinion of Britain, but we can also agree with the Government's attitude. Both British delegates are men of high standing, able to influence and lead, and their past services to the cause of European concord inspire the hope that their freedom of action will result in their being able to hold together the almost parting strands of the tie woven at Locarno. This is the first great test of that tie, and Britain's weight as a free-lance might make all the difference.

Free Trade Vindicated.

An interesting side-light on the application of the Safeguarding of Industries Act is provided by the opposition of shoe manufacturers to the request by upper-leather manufacturers for a duty of 33.1/3 per cent. on imported box calf. It is not denied that a tariff on leather would not be a good thing for the leather manufacturer, but it is being contended that the public ought not to be made to pay for the leather manufacturers' lack of enterprise. The head of one of Northampton's biggest firms of boot manufacturers declares that the suggested tariff would certainly injure the boot industry, especially the export trade, by placing its greatest competitors, the Colonial manufacturers, in a better position, because in most instances they would be able to get their raw material tax free. In addition, he says, it would cripple the home industry, for it would mean raising prices, which would in turn reduce consumption. Far from reducing unemployment, it would have the opposite effect, as the numbers employed in upper-leather manufacture are very small compared with those employed in the boot industry. Actual labour costs for the leather for the uppers of a pair of boots vary from 3d. to 6d., whilst for a complete pair of boots they vary from 2s. 9d. to 4s. 6d. The boot manufacturer therefore says it can readily be seen how detrimental would be the effect of putting a tax on his raw material. Mr. Baldwin has always said that he is against taxing raw materials, and it will be interesting to see whether this application for a duty on leather is acceded to. Whether it is or not, there can be no two opinions on the point that, no matter what other effects it may have, any tax on imports falls, in the last resort, on the consumer.

His Excellency the Governor has appointed provisionally, and subject to His Majesty's pleasure, the Hon. Sir H. E. Pollock, K.C., to be an Unofficial Member of the Executive Council for a further period of five years, with effect from 9th March, 1926.

DAY BY DAY.

WE WHO HATH NOT A DRAM OF FOLLY IN HIS MIXTURE, HATH POUNDS OF MUCH WORSE MIXTURE IN HIS COMPOSITION.—Charles Lamb.

The health return for Thursday shows one Chinese case of typhoid fever.

Mrs. Sun Yat-sen left Hong-kong by the President Jefferson yesterday for Shanghai.

The P. & O. s.s. Malwa, from Hongkong, arrived at Marseilles on the 5th March, at 9 a.m.

The prize distribution in connection with the Sacred Heart English School is to take place at St. Patrick's Club at 3.30 p.m. tomorrow.

A delightful fancy dress dance was given at the roof garden of the Hongkong Hotel last evening under the auspices of the Kowloon Cricket Club.

A large crowd is expected to attend "Off Day" at the Racecourse this afternoon. The results and betting figures will appear in our second edition.

A Chinese female has been sent to the Kowloon Hospital after having been bitten by a dog, near Kennedy Town for observation.

His Excellency the Governor has, under instructions from the Secretary of State for the Colonies, recognised Mr. J. T. Bagram as Vice-Consul for Siam at Hong-kong.

His Excellency the Governor has appointed Mr. Arthur Dyer Ball to be editor of, and to prepare, an edition of the regulations in force in the Colony on the 31st December, 1925.

His Excellency the Governor has appointed Company Sergeant-Major H. C. Macnamara to be Second Lieutenant in the Hong-kong Volunteer Defence Corps.

A widow living at No. 3, Lee Yuen Street, has reported to the police that sometime between March 3rd and 4th, a box, containing money and jewellery to the value of \$457, was stolen from her tubicle.

The engagement is announced of David Evans, eldest son of the late Mr. N. E. and Mrs. Evans of Talley, Llandilo, Carmarthenshire, and Vera Phyllis, youngest daughter of Mr. and Mrs. M. J. Stanley, of Kennedy Road, Hong-kong.

The Netherlands Consul General for South China in Hong-kong reports to have remitted to the Foreign Office in the Hague the sum of \$1,197.62 or Guilders 1,787.94 for relief amongst the sufferers from the autumn and winter floods in the Netherlands.

Passengers departing for the north by s.s. Empress of Asia yesterday included Mr. and Mrs. B. D. F. Beith, Mr. A. R. Blinko, Mr. A. W. Buck, Mr. A. W. Burkill, Mr. A. L. Davies, Major M. Garibaldi, Mrs. Lemarchand, Mrs. C. Russell-Brown, Mr. and Mrs. Laing, and Mr. C. Sokoloff.

Mr. R. J. Remedios, one of the oldest residents in this Colony, yesterday celebrated his Jubilee in the service of the Mercantile Bank of India. He joined the old Chartered Mercantile Bank of India, London and China, in the year 1876, at the age of 17, from the Government Central School and has worked his way to the position of chief clerk, which he has been occupying ever since 1884.

Another big success was scored by the Hongkong A.D.C., when they again presented Lord Dunsany's "If" to a large audience, at the Theatre Royal, last evening. The piece is a triumph of amateur acting, and is one of the most successful plays the Club has produced. Excellent singing, and alluring Oriental dancing are interwoven with the play, and the actors carry off their roles with much credit. The scenes and lighting leave nothing to be desired, and a well-balanced orchestra contributes to the success of the piece.



Apropos of my last week's remarks concerning the ephemeral nature of New Year resolutions, I have just heard of a sad case which proves that these annual resolves are quite futile, whether we keep them or whether we don't. A sober and temperate young man one year resolved, as a matter of discipline, to drink his nightly sodawater neat, instead of diluting it, as was his custom, with whisky. The direct result of this act of self-denial was that, at the end of the year, he had acquired such a passion for this useful but insipid beverage that he had to be put away in a Home for Uninobriates. Here he felt the necessity of making a new resolution to give up drinking raw sodawater and for the future to adulterate it with whisky. This, of course, left him precisely where he was the year before, except that he had forfeited a whole yearful of whisky. I can't tell you how mad he was when this was pointed out to him. Not until "Mixed Grill" is printed on asbestos, at any rate.

Close upon the recent discovery of a hitherto unknown fairy story by Hans Anderson comes the news of another literary find which should cause equally intense rejoicing in juvenile circles. My Cairo correspondent writes me that in the process of digging up the Sphinx for transmission to Professor Piffinger Rottenbleiter they unearthed a hitherto unknown proposition by that well-known writer for boys, the late



Mr. Euclid. A cursory perusal of the MS. (he goes on to say) shows that the new proposition is every bit as charming, whimsical, and entertaining as those which have already endeared Mr. Euclid's name to every schoolboy in the kingdom. It deals with the complementary angles of irregular polygons in the author's most amusing manner, and after a laughable argument showing that these angles are neither bigger nor smaller, nor even equal to, two right angles, he naively dismisses the whole affair with the phrase, "all of which, my little ones, is absolute punk. Q. E. D."

Contrasting the looks of English girls with their characters an American journalist respectfully reminds them that beauty is only skin-deep. Thinking this over in the light of modern facial technique I have been stimulated to remark in parenthesis—Beauty, fair maid, is but skin-deep, they say.

Yet, as I scan your face, I'm driven to guess. Whether or not you own that magic trait. Of deep integumental loveliness. For, womanlike, you've fled to subterfuge. Involving eyebrows, cheeks, nose, mouth and chin; And 'neath those dumps of powder, lipstick, rouge, I'm hanged if I can tell if you've a skin!

In one of our daily papers a reader has been complaining that the name of a despicable villain in a serial story running in the same journal is identical with

his own. He seems quite unhappy about it, in spite of the fact that the author had duly announced that all the characters in the story are purely fictitious. Of course, there is no copyright in a name, and hence we serial writers occasionally give offence where none is intended. When in this column my masterly serial "Mouldy Martha, the Macabre Murderess", was appearing, I had no idea that the name was anything more than a figment of my imagination. But apparently Mrs. Moldelgh Marthagh (to whose Christmas party I referred last week) thinks that I deliberately pilloried her, and at the moment of writing her solicitors have sent me a writ of habeas corpus, a bill of attainder, a mortgage, a distringas, a power of attorney, a decree nisi, a caveat emptor, and a jury summons. I am only waiting to see if any more documents come along before sending the whole lot to the King's Proctor with a smart note asking him to intervene and abate this nuisance.

A NASAL ENGAGEMENT. We've fallen out, my nose and I. Lifelong companions though we've been; Bosom-friends, you might say, I ween. But that my nose has none—I don't know why! "Let's take a walk, my nose," said I; "E'en in the cold 'tis good to go a-sunning!" I said a walk; but soon my nose was running! I panted after, gasping, "Hi there! hi!" We banded angry words, I and my nose, Till cried I, at the climax of our tiff: "Oh, you be blowed!" and drew my handkerchief. And that's how two old comrades came to blows.

In view of the prominent part which Dr. Anaesthesius Bilgewater is now playing in these

notes, I readily respond to the request of a reader to give a few particulars of this famous physicist and chemist.

Born some 50 or 100 years ago of poor but dishonest parents, he received his earliest knowledge of physics from Dr. Gregory Poughder and Dr. Beauchamp Spills, and of chemistry from Professor Lynn C. Doyle and Sir Ferrus Oxhide. When only in his teens he made several laudable but abortive attempts to explode the atom, but only succeeded in blowing up the family bathroom. When the electron was discovered some years later, he made similar fruitless endeavours to explode that, too, in the course of which experiments he unfortunately blew out all his wisdom-teeth.

For many years he was head quinine-ammoniator to Boot's, a post he only relinquished on the outbreak of war to take over the responsible and highly technical duty of orienting spurs from newly gazetted cavalry subalterns. Latterly he has devoted his great brain to the solution of various problems in wireless, and has just perfected a most remarkable machine for broadcasting absolute silence.

SWEEPS.

There are chimney sweeps and brooms that sweep und ships that Sweep the sea. But the Club and Valley Racecourse sweeps are greater than all these. There are sweeps that run to thousands and others only tens. There are those got up by gilded clubs and some in filthy dens.

No matter where they come from, be they rich or be they poor, They each and every one of them have followers by the score. The lordly tippan of the Peak, the lowly ricksha man, Invest their cash in tickets—or steal them if they can.

"To those who hath it shall be given," is just the way with sweeps, 'Cos all the prizes seem to go to those who now have heaps. It's only mugs like you and I—the real deserving men—Who miss the hundred-thousandth chance by one, or two, or ten.

Hongkong, March, 6th, 1926.

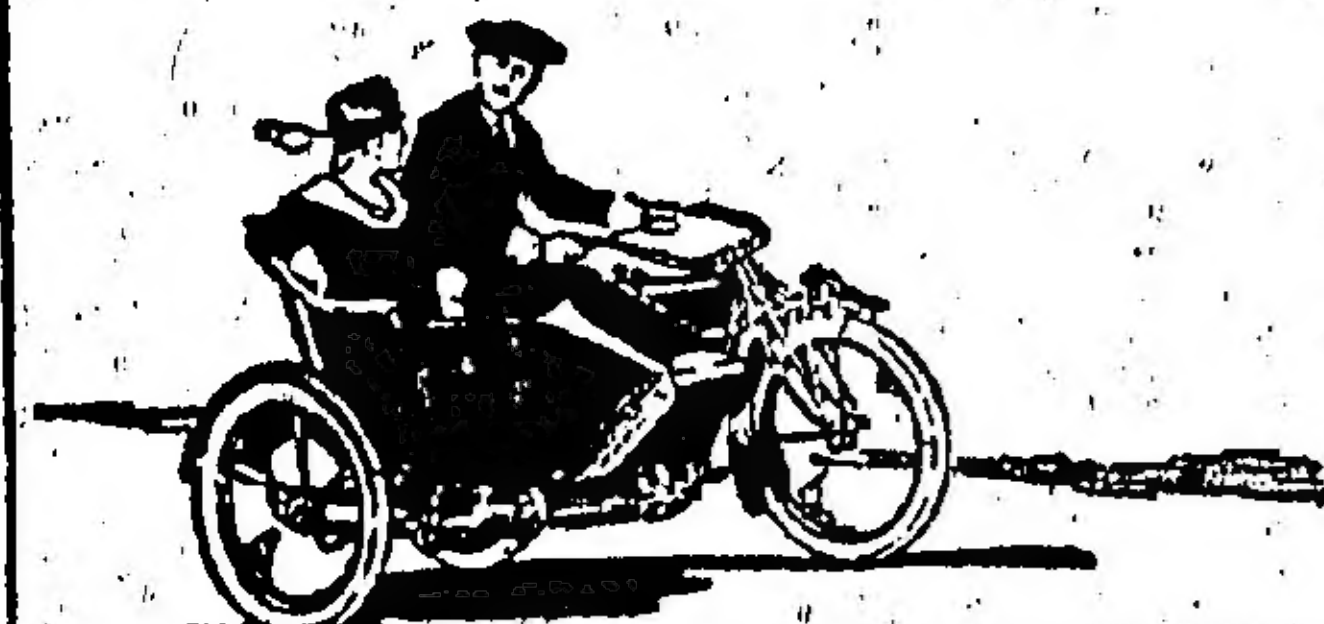
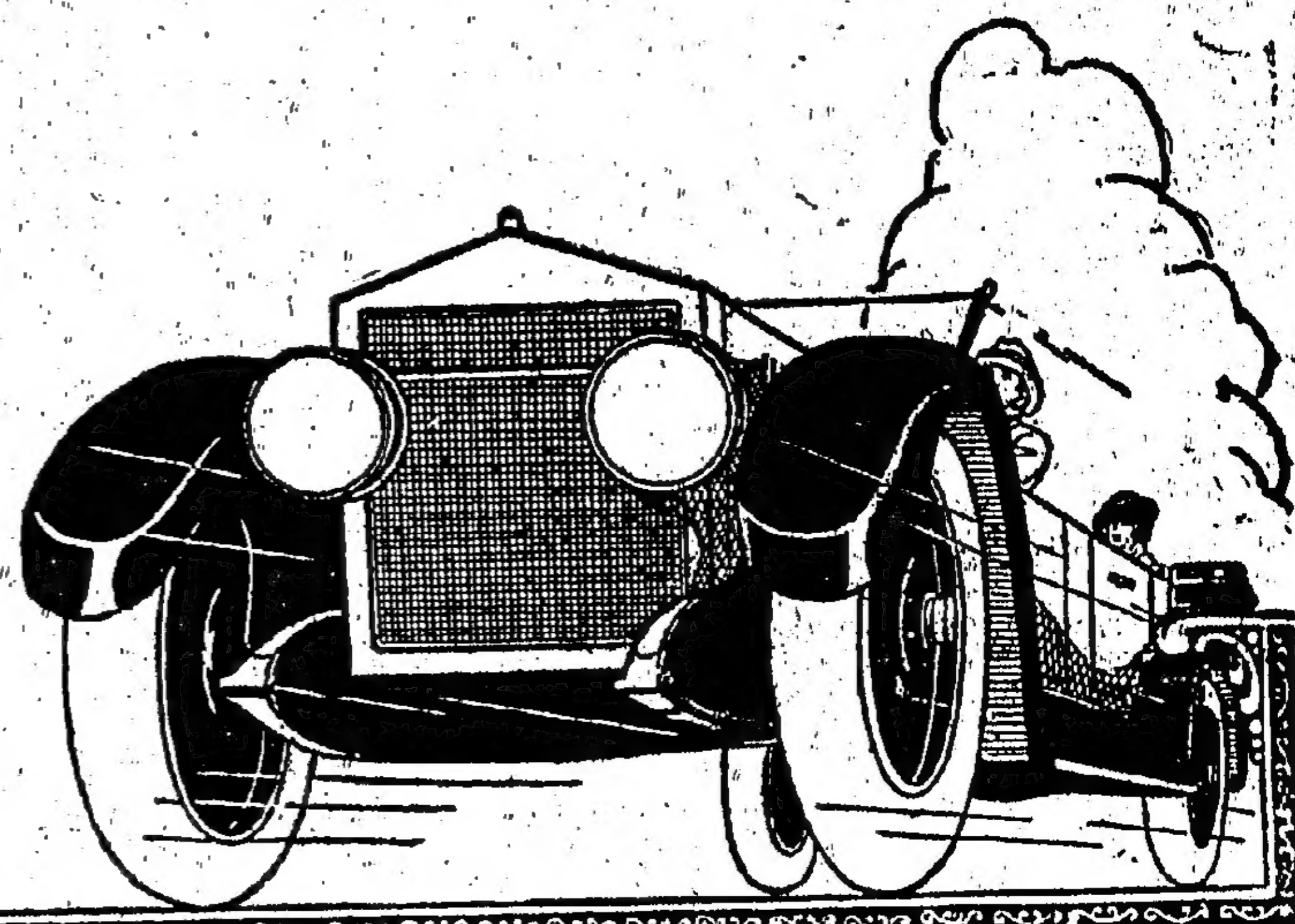
DINTY.

MOTORING SUPPLEMENT

OF
THE HONGKONG TELEGRAPH.

SATURDAY, 6th. March, 1926.

(Being the Official Organ of the Hongkong Automobile Association.)



CURRENT COMMENT

White Gloves.

In a wireless talk at Home recently, Major Stenson Cooke, Secretary of the Automobile Association, made a suggestion which is deserving of adoption by all users of the road. We cannot do better than record it in his own words: "We all acclaim the white glove worn by the police when directing traffic in fading or uncertain light. Like many another good idea, it was first rather sneered at by certain of the powers that be. But the road using public quickly saw its value—looked for it, got used to it, and signified in no uncertain way its disapproval of districts where it did not yet obtain. So the powers that be bowed to public opinion, and the white glove is now part of police uniform—a also of A.A. road patrols where directing traffic."

A Good Idea.

Continuing, Major Cooke said: "The idea of the white glove is too good to be confined to the police officer and road patrol. It should be worn by every car driver, bus driver, lorry driver, and motor cyclist, for the benefit and safety of their fellow road users during the hours when light is fading or uncertain. The wearing of a white glove on the driving, the signalling hand, will be a graceful and kindly act. It will mark you as an exponent of the gospel of give-and-take. Like the Flanders poppy, it will be an outward and visible sign of your inward concern for others."

Pushing Pedestrians.

A London inventor hopes to abolish the present custom of motorists running over pedestrians. His plan is to skirt the front of the motor car with steel bands which will push the pedestrian to one side. Motorists who adopt this invention will still be able to bump the pedestrian, but they will be denied the privilege of running over their victims. However, sporting motorists may find that a good bounce will add a little more zest to the accident!

Motor Caravans.

Motor caravanning is surely one of the most enjoyable ways of spending a week-end, and it is not surprising that it has become most popular in the British Isles. In America and on the Continent it also has a host of disciples, and, not only week-ends, but lengthy holidays are spent "on wheels" out in the open. Naturally the expense of equipping a motor car for such a purpose is considerable, and in view of this, some enterprising firms have built motor caravans which can be hired at fairly reasonable rates. Even in Hongkong, especially over in the New Territories, it would prove a most novel and attractive solution to the week-end problem, but whether it would pay a local firm to build such a vehicle for hire purposes is rather problematical.

Tax Not Extra!

An advertisement recently appeared in this supplement for Hudson cars, in which the words appeared "Freight and tax extra." This has apparently been taken by some people to be an explanation of the recent revised prices of these cars—prices which are admittedly low. The real explanation is that the manufacturers supplied publicity matter to Hongkong which was prepared for countries where an

import duty is imposed, and where it is the custom for dealers to quote prices subject to additional charges for freight etc. The prices advertised for both the Hudson and the Essex cars are the actual prices for delivery in Hongkong.

Craziness.

On Sunday last, we observed an example of motor cycle craziness on the new road to Repulse Bay. A motor cycling youth was riding with his hands off the handle-bars, apparently possessed of the feeling that other road users would admire his wonderful skill. By the merest chance he escaped a crash which would have probably ended in hospital, as far as he was concerned. Quite apart from possible injury to hair-brained people who indulge in this sort of thing, a serious risk is created for the ordinary road-user. We should like to see an example made of this particular species of road hog.

Tractors and Trailers.

Although motor tractors and trailers have not yet appeared in Hongkong, we understand that the Government has no objection to licences being granted for approved types. When visualising the vehicle which has been given the name of "tractor" most people will imagine a heavy iron tyre machine similar to those used for agricultural purposes. Such contraptions would prove ruinous to our roads. But the particular type which may be used in the Colony is quite different in that it is lighter, easier to operate, and above all, is equipped with either solid rubber or pneumatic tyres.

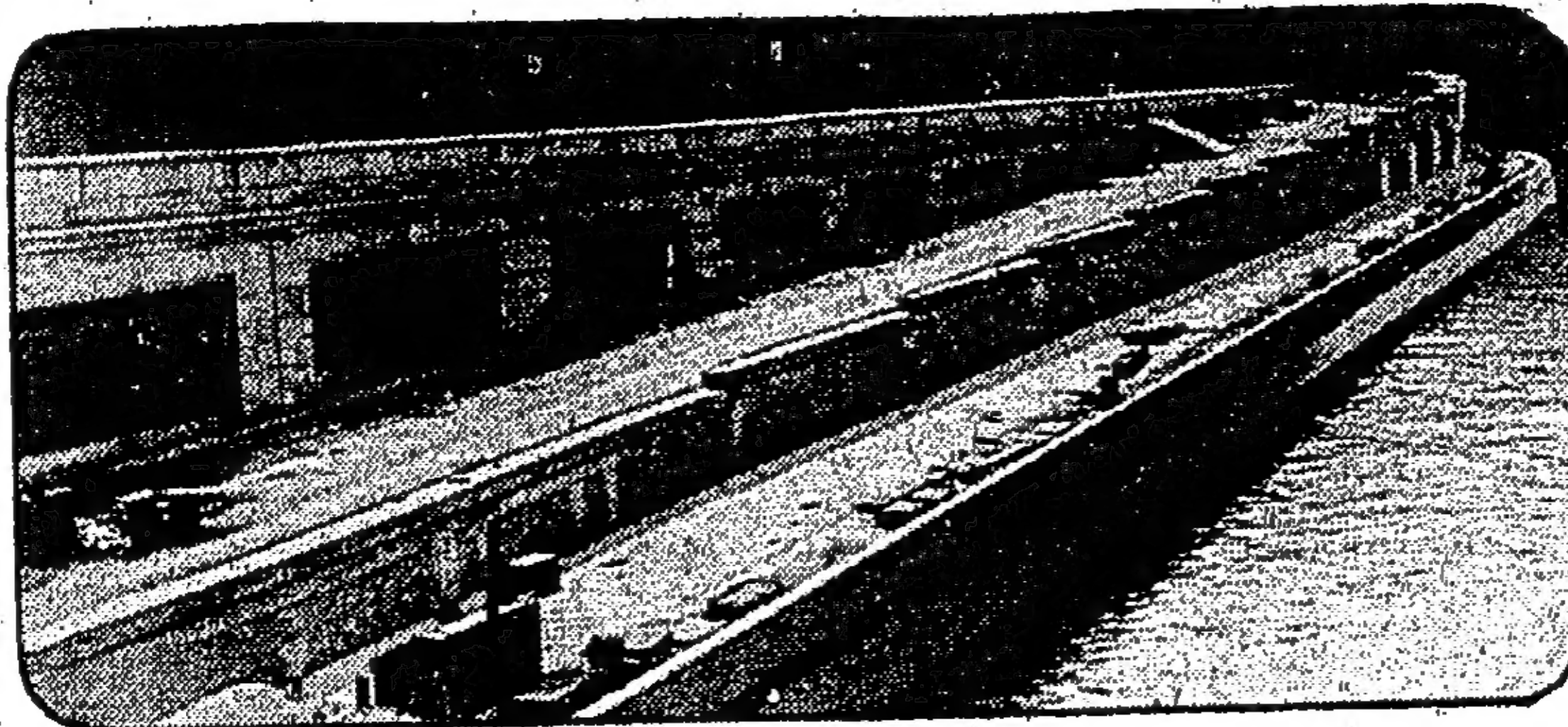
The "Fordson."

The tractor which will soon make its appearance here is the "Fordson" which, as its name implies, is manufactured by the Ford Motor Car Company. In other parts of the world it has proved of great worth for a variety of purposes, but its main use is in connection with general haulage work. Special trailers are built for it, which, incidentally, can also be attached to motor trucks and lorries, and it is easy to imagine the vast improvement such a system would bring about over the antiquated coolie drawn trucks which create such congestion in certain war housing and waterfront districts in Hongkong. Mr. Andrew Harper, Junr. will be pleased to give full particulars to any firm which has need for economical haulage of goods.



"How did it happen, old man?"
"I tried to go between two buses—and I have heard since that there was only one there!"
—Passing Show, London.

CHICAGO'S NEW DRIVE.



Finished section of Chicago's double-decked Wacker Drive, built along the bank of the Chicago River, extending for approximately three-quarters of a mile. This drive, the only one like it in the country, is 72 feet wide, with sidewalks of 24 and 18 feet. The uploading dock along the side of the drive is 22 feet wide. The head space between the two sections of the drive is 12 feet, 4 inches. Ramps lead from the upper section to the dock. This drive was constructed under the supervision of the Chicago Board of Local Improvements.

A THANK OFFERING.

FOR AN EXCELLENT LECTURE.

Roll up roll up there's come to town
A clever chap called Ernie Brown
He lectures for the "Vacuum Oil"
The firm whose trade mark is
"Gargoyle"
He'll teach you how to lubricate
A little twin or a big straight-eight
Where ere he travels far and wide
His password's "Make the chart your guide."

When I first went to hear him speak
I could have listened for a week
He knew his subject inside out
And held his hearers right throughout
He told how oil lost its viscosity
And developed quite an animosity
To all the parts from valve to sump
And let the poor old engine thump.

For every thousand miles you went
He said the engine oil was spent
And had to be renewed again
Or else the engine would complain
By grudging to run up the hills
And showing symptoms of its ills
Of all its good compression lost
And belching smoke from its exhaust.

The engineers who make the chart
Have made their work a real fine art
Though pressure fed or simply splash
They know just when the oil should flash
Each problem's studied well and long
To find which oil is right or wrong
That's why the "Vacuum" says with pride
You ought to "Make the Chart your guide."

GUDGEON PIN.

NO SATURATION POINT.

Mr. Charles E. Mitchell, president of the National City Bank of New York, stated at a recent luncheon that there is not, and never will be, a saturation point in the motorcar purchasing capacity of the American people. Motorcars, he declared, will continue to be sold so long as new roads continue to be built.

ROAD RACING IN ENGLAND.

THE POSSIBILITIES OF A REVIVAL.

At the dinner of the Brooklands Automobile Racing Club held last month Sir Arthur Stanley once more referred to the desirability of holding a road race in England, pointing out that there are places in Yorkshire, for instance, where such a race could be held without risk or inconvenience to anybody.

This subject has been discussed on many occasions, and only in a recent session of Parliament a Bill was introduced to legalize a road race in this country. Objection has always proved too strong for legislation enabling road racing here to stand any chance of acceptance, and eventually this Bill was dropped.

Even when England won the Gordon-Bennett race years ago, and became entitled to hold the race here, it was realized that Parliament would not pass a Bill permitting the race to take place on English roads, and a course was selected in Ireland.

123 HOURS AT THE WHEEL.

A cowboy named Seeley has just completed an extraordinary non-stop driving test in an Essex coach at Cleveland, Ohio, U.S.A. He was handcuffed for five days and five nights—122 hrs. 45 mins.—to the steering wheel of a car which was equipped with Good-year balloon tyres. The trial was conducted in the neighbourhood of Cleveland, and at regular intervals the driver reported to traffic and beat police, so that each could testify that he had not stopped or fallen asleep. Except for traffic signals and stops, Seeley was not permitted to stop the car. Petrol and water were taken on when the car was in motion, the driver circling slowly round the garage while attendants carried out the operation.

\$1,250,000 BOULEVARD.

New York will soon begin construction of its "Pipe Line Boulevard" running across three of its counties. Its cost will be \$1,250,000, four-fifths of which will be paid by the city.

ANTI-THEFT CAMPAIGN.

A.A.A. TAKES ACTION.

Meeting of 42 out of the 48 American state legislatures this year will inaugurate a national campaign for legislation to eliminate the auto thief.

At the head of this campaign is the American Automobile Association. All of its resources, through its member clubs in every state, are being organized for the purpose.

What is wanted is a universal state certificate of title law to help reduce automobile thefts.

Twelve states which have already adopted such legislation will support the A. A. A. in its campaign with proof that this law has cut down the number of stolen cars considerably, has placed many auto thieves behind bars and has also brought about a reduction in automobile theft insurance rates.

Thefts Cut in Half.

Maryland and Michigan, for instance, report a 50 per cent. reduction in theft losses while the recovery of stolen cars in these states was 95 per cent. since passage of the law.

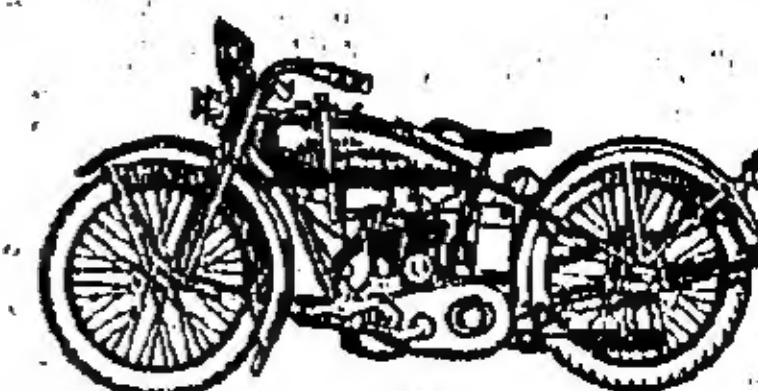
"Automobile thieves are able to carry on their practices with impunity because in most states it is unnecessary to prove or register title when a car is bought or sold," says Roy Britton, chairman of the legislative board of the A. A. A.

"We cannot expect to stop organized automobile thievery until all the states adopt a uniform anti-theft law. After that there must be efficient co-operation between the states in executing such laws and never falling punishment for breach of their provisions."

Provisions.

The law sponsored by the A.A.A. has these provisions:

1. Compulsory issuance of certificate of title and evidence of registration.
2. Regulation of purchase and sale or other transfer of auto ownership.
3. Regulation and licensing of dealers in used cars.
4. Provisions to facilitate recovery of stolen autos.



70-80 SWIFT MILES PER GALLON.

We are pleased to announce that by the

S. S. "EMPRESS OF ASIA"

We received two models of the famous

HARLEY-DAVIDSON SINGLE CYLINDER OVERHEAD MOTORS

Model AAE—Equipped with a hand operated clutch, footrests and speedster type handlebars.

Model AA—Equipped with a foot operated clutch, footboards and the touring type handlebars.

DROP IN AND ALLOW US TO DEMONSTRATE THESE WONDERFUL MACHINES.

Telephone K. 1242

Repairs on all makes of Motorcycles.

THE GASCON MOTOR COMPANY.

2, Kwong Wah Road, (Opposite the Steam Laundry), Kowloon.



Mobiloil

Make the chart your guide

Gargoyle Mobiloil is acknowledged the world over as the finest motorcar engine lubricant obtainable. The use of the Correct Grade of Gargoyle Mobiloil reduces friction to the minimum; increases the mileage per gallon of petrol; eliminates unnecessary repairs; adds more power to the engine; increases the life of the engine and lasts longer than any competitive lubricant obtainable at any price. No wonder three out of every four motorists you meet use the Correct Grade of Gargoyle Mobiloil.

VACUUM OIL CO.

SELLING AUTO IDEA.

"American automobile manufacturers are engaged in a campaign of selling the idea of motor transportation throughout the world rather than pushing their own particular product to the fore-front," says George F. Bauer, secretary of the foreign trade committee of the National Automobile Chamber of Commerce.

GAS DEADLY.

A sure way to commit suicide is to run an automobile in a closed garage. Carbon monoxide is present in the engine exhaust and is deadly. The gas cannot be seen, smelled, or tasted and it is impossible for a person to know that there is any danger present until he is overcome by the poison.

RAILWAYS v. AUTOS.

HAZARDS COMPARED.

The railway hazard on a mile-age basis is nine times greater than the automobile hazard, according to statistics made by the American Automobile Association.

The statistics are based on 1923 figures, the last for which complete records are available.

During that year railway accidents accounted for 6922 deaths and 56,464 injuries, a total of 63,386 killed and injured.

The total train mileage, freight and passenger, was 1,191,397,000, showing approximately one accident for every 18,000 miles.

In the same year the accidents in which motor vehicles figured accounted for 17,000 deaths and 600,000 injured, a total of 617,000. A total motor vehicles mileage for the year is estimated at 850,000,000,000 miles. This would mean one motor accident for every 160,000 miles.

LOWER FATALITIES.

Despite a 16 per cent. rise in the registration of automobiles last year, motor fatalities decreased by 13 per cent., according to the National Automobile Chamber of Commerce. San Francisco, Philadelphia and Chicago report improvement in traffic control.

KEEN COMPETITION.

WAVE OF PRICE CUTTING.

The production and sales of automobiles reached high levels last year.

The wave of price cutting combined with the introduction of attractive models stimulated business.

There has been little over-production in the automobile manufacturing field, and there are many cases where dealers have found it difficult to get a supply of new cars.

Bus and truck manufacturers announce excellent sales. The installation of busses in many of our largest cities have done much to bring the bus sales records above normal.

Accessories and parts manufacturers have had a tremendous sales output, showing profits which increased in the first six months of 1925 an average of 89 per cent. over the corresponding period of 1924.

Competition, which is unusually keen at present, is expected to do much to decrease the manufacturers' profits. However, it is believed that the competition will not hurt the sales output.

American companies are giving more attention to foreign markets and plan to increase their sales abroad.

NEED TRAFFIC DIRECTOR.

"Every city needs a traffic director," says J. C. Long of the National Automobile Chamber of Commerce. "Municipal authorities can profit by the example of the railroads which have accomplished remarkable results in accident reduction by study and systemization of their dispatching system."

ABOLISH SPEED LAWS.

The Hon. George S. Henry Minister of Public Works and Highways for Ontario, says that the time will come when Ontario will abolish maximum speed laws altogether, as has already been done in Europe.

DOES YOUR CHAUFFEUR "SQUEEZE?"

THE EVIL OF THE COMMISSION SYSTEM.

[CONTRIBUTED.]

Does your chauffeur "squeeze?" I expect that most people in Hongkong will agree that the pernicious habit of extracting commission from the tradesmen who supply "master's" various household commodities, is generally practiced by Chinese servants. In most cases no action is taken, mainly on account of the difficulty in securing proof, and also because the practice is one which comes as second nature to most native servants. Applied to the motor car trade, there is no excuse for giving the opportunity to extract the chauffeur's "pound of flesh" from the suppliers of whatever the requirement of the moment may be. Take for example tyres. For some unknown reason, there appears to be a universal discount of 25% off most tyres sold in the Colony of Hongkong. Every owner-driver may not be aware of this fact, but it is safe to say that his driver is. Now it may happen that the driver tells his master that a new tyre is needed, but he has first of all made enquiries from the various dealers to discover which will give him the best "cushaw" for persuading his master to purchase one of the particular tyres for which they happen to be agents. Should the driver demand 10% for his part in the deal, the firm finds itself in a quandary as to the price to quote the purchaser. The desire to allow the usual 25% is thwarted by the fact that the sale will not be effected unless the driver receives his price. Therefore the man who pays is done out of 10% which finds its way into the pocket of his chauffeur. Granted some people may not worry about the price they pay, it is surely to their interest to have the maximum quality at minimum cost. The firm which resolutely refuses to fall in with the driver's suggestion naturally loses business. Would it not be better therefore to do away with the 25% margin altogether, and list all tyres or spare parts at the actual lowest price of the article concerned?

The same aspect appears in relation to the prices of motor cars. An owner contemplates buying a new car, and makes his chauffeur aware of his intention. Very few hours pass before the servant is making enquiries with regard to the highest commission he can secure on the sale of any particular car. Quality, reputation, service, do not enter into the question, and the worried dealer is wondering whether the commission he must offer will be sufficient inducement to Mr. So and So's driver to recommend such and such a car to his master. Should the dealer ignore the driver and endeavour to convince the would-be-buyer of the merit of the particular car he is trying to sell, it is a hundred to one that the driver will convince his master that "he velly clever man, savvy that car no belong plover car, give plenty trouble." And the strange thing is that many owners are prepared to accept the wily driver's advice!

The trouble is that the firms who in the interest of their customers, endeavour to keep prices to the lowest possible level are liable to see business go past them, solely on account of their refusal to create a margin in their prices for the benefit of their prospective customers' servants.

It is therefore up to every owner to deal direct with the merchant, and to give a little time and trouble both in his own interest and in the interest of the firms who are harassed by the demands of native servants.

COURTESY CODE.

Development of a "courtesy code" to govern the relations of motorcycle officers with the motoring public will be one of the objects of a constructive 1926 programme being planned for the California Association of Highway Patrolmen.

"GERM PROOF" CARS.

STUDEBAKER AIR CLEANER.

An automobile engine, rightly built, is almost "germ-proof"—characterizing as germs those minute trouble-makers, that get into an engine and wreak havoc. Only three things should be able to get into an automobile engine. They are air, gasoline and lubricating oil. The Studebaker engine has a sentry posted on each highway through which these travel, to see that no "germs"—dirt, water or bits of worn metal—get in with them.

An air cleaner, over the carburetor air intake, strains out dust of the road, sand and soot, which formerly were carried into the cylinders in the swiftly moving stream of air with which the gasoline was vaporized.

Across the gasoline, between the vacuum tank and the carburetor, is placed a gasoline strainer. If sand or dirt gets into the tank while it is being filled, then floats along the stream going to the engine, it will be stopped here. Water settles to the bottom of the strainer and may be drawn off.

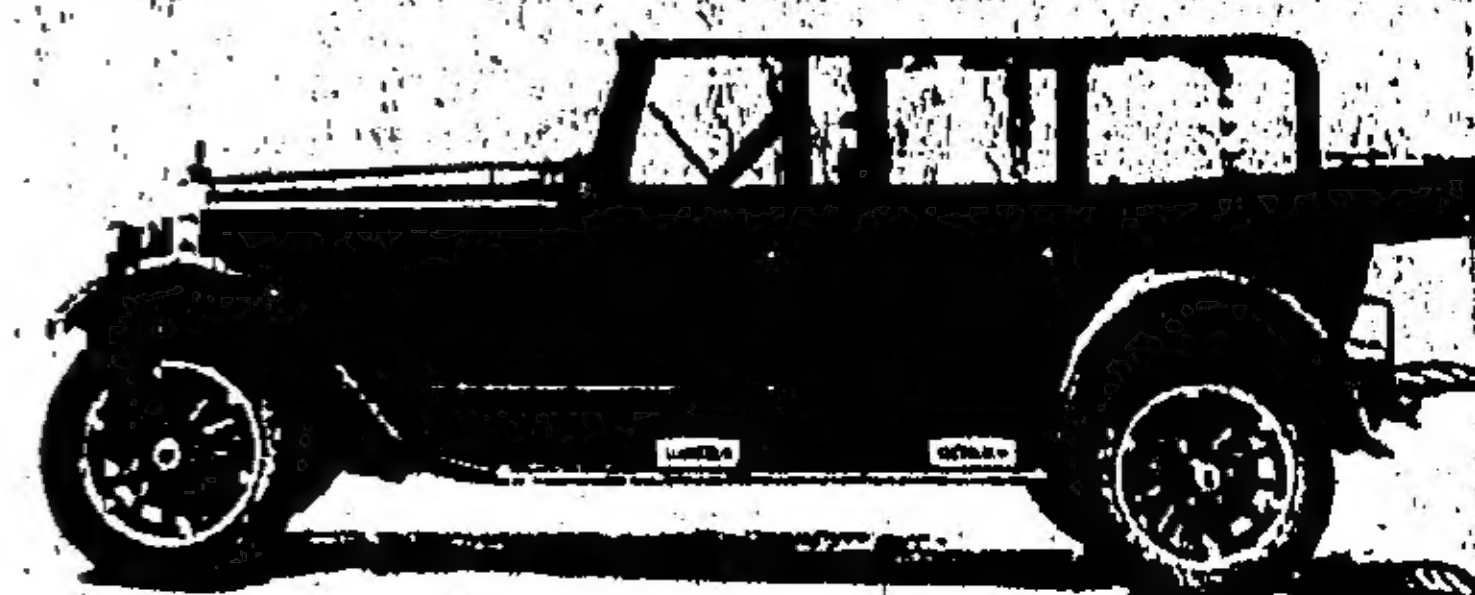
Lubrication is important in an engine. Oil forms a thin film between its moving parts, so that the metal does not come into contact. To make this film effective, the metal walls must be of mirror-like smoothness. A scratch or pit in them will break up this film and start trouble.

Rougher particles are strained out by a circular sieve in the crankcase, which keeps within its walls all the bits of sediment too large to get through the screen.

To this, Studebaker adds an oil filter, containing thick layers of soft felt. Oil coming back to the pump from bearings or cylinder walls is drawn through this felt, leaving behind the minute bits of grit, metal and dirt which would act like sandpaper on important surfaces. The oil goes on its second usefulness as clean, and free of sediment as when it was poured into the crankcase.

Just as sanitation wards off the attack of destroying germs in the human engine, so these devices shut out the minute destroyers of the full efficiency of an automobile engine.

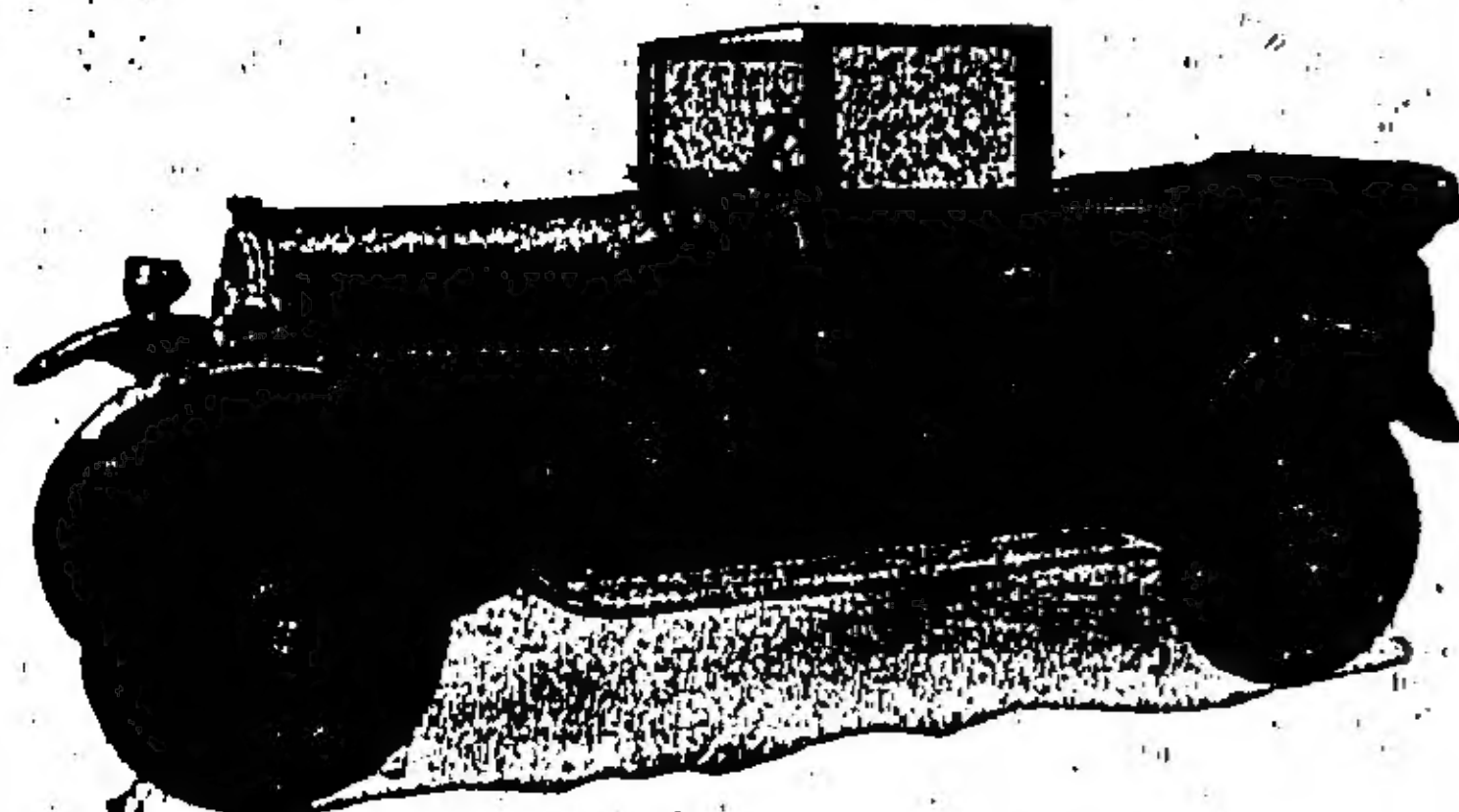
BUICK'S LATEST RIGID SIDE CURTAINS.



With rigid side curtains in place, this model affords full view of surrounding scenery, with protection against direct draught and dust entry. The curtains are readily and easily removed without tools.

G. W. K.

THE EASIEST CAR TO DRIVE



Ideal for Hongkong
10.8 H. P. (Four Seater)
A Gear for Every Gradient
\$1,650 Ready for the Road

Full Particulars from:—

GILMAN & CO., LTD.

HONGKONG BANK BUILDING.

DODGE BROTHERS

SPECIAL

TOURING CAR

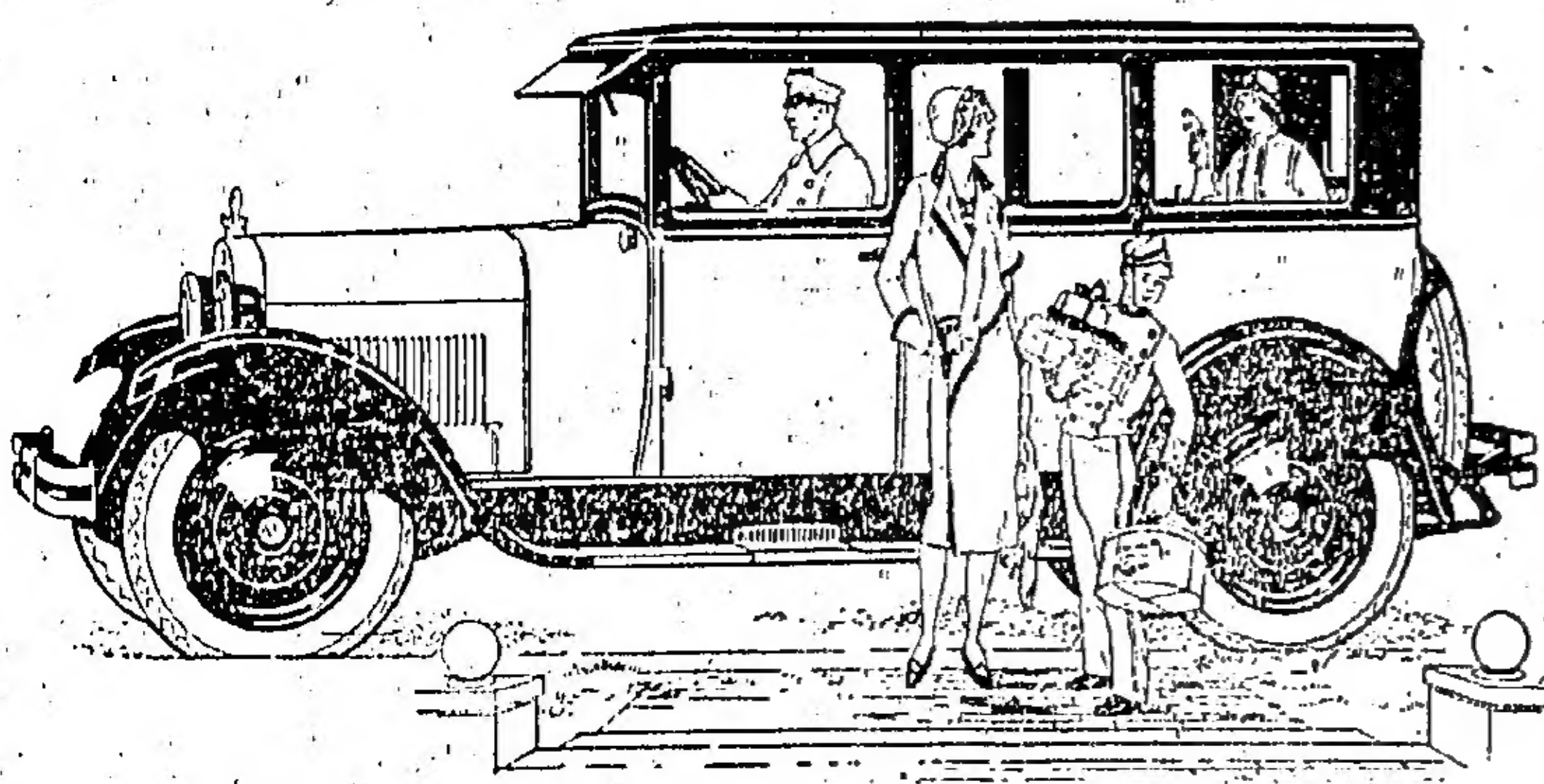
Built to withstand unusual service, it is not remarkable that under normal conditions, its reputation for long life is unprecedented.

The special equipment is complete, and yet—because of Dodge Brothers large production—the extra cost is impressively moderate.

THE DRAGON MOTOR CAR CO., LTD.

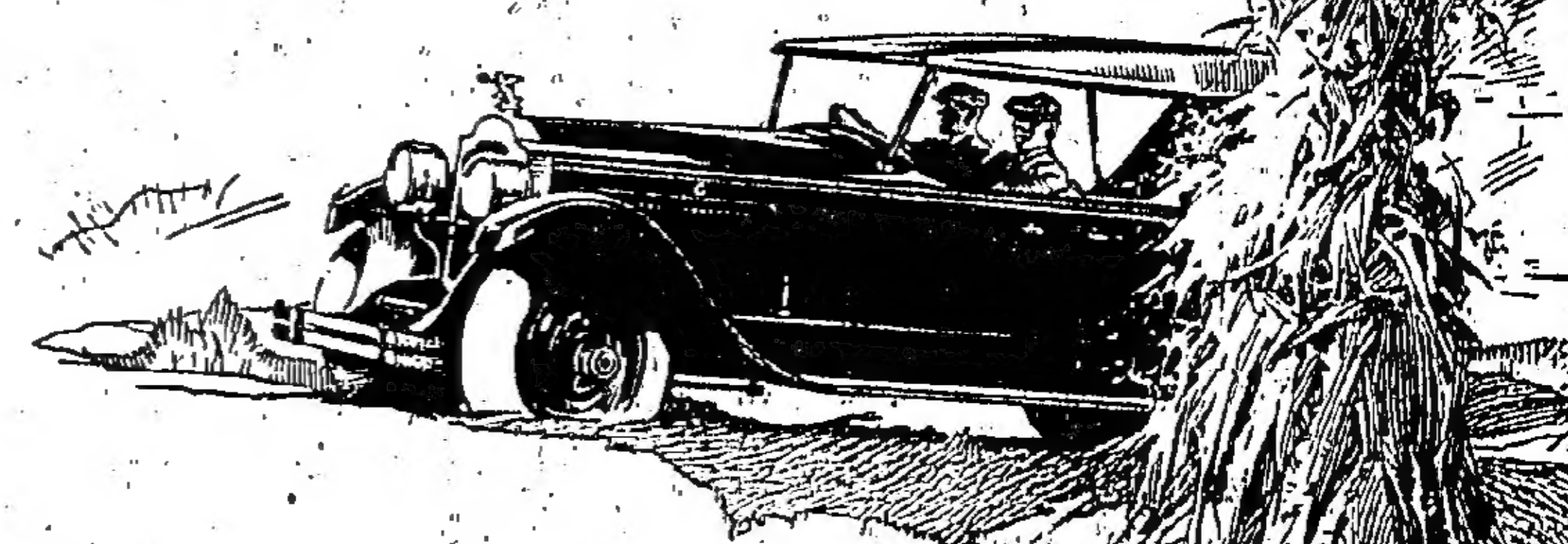
33, WONG NEI CHUNG ROAD

HAPPY VALLEY



SUPREMACY

Air—Land—Water



PACKARD

THE epochal flights of the United States navy aeroplane PN-9 to Hawaii, and the giant dirigible "Shenandoah" are now history.

The record non-stop, cross-continent run of a Packard Eight, and the winning of the 1925 World's Speed Boat Championship, are also triumphs of the past.

But the engineering and manufacturing genius that made these supreme achievements possible is still at work for Packard owners.

The efficient chassis lubricator, the oil purifying rectifier, and the new type four wheel brakes are recent improvements exclusively enjoyed by Packard buyers.

THE DRAGON MOTOR CAR CO., LTD.

33, Wong Nei Chung Rd. Happy Valley

ASK THE MAN WHO OWNS ONE

BRITAIN'S PREMIER CAR.

SOME MORRIS FACTS.

1,500 Cars Per Week.

Other things being equal, it is the man who can see furthest ahead that is the most successful in business, and there is no doubt, that the remarkable success that has been achieved by the Morris car, not only in Great Britain, but all over the world, is due in a large measure, to the foresight of its sponsor, Mr. W. R. Morris.

Just before the Great War, in 1913, he was only just starting on the business of manufacturing motor cars. To-day, his factories are in Oxford, Coventry, Birmingham and Le Mans (France), and the total production of Morris vehicles is approximately half the number of cars of all makes that are made in Great Britain to-day. This is all the more remarkable when it is realised that generally speaking the design of the Morris car has not changed since 1913, but equally this success gives proof of the fact that the designs was dead right in the first place.

Morris Motors, Ltd., were first in the field with a really reliable small car that would go anywhere, and do anything, carrying four passengers in comfort. Other concerns have emulated their policy, but Morris Motors, Ltd.,

had achieved so much experience by the time their competitors started that their product has never had any serious competitor. The basic reasons for the success of the Morris car are that it is a type of vehicle that the public wants; it is economical both to buy and to run; and it is made of the first materials and by the finest workmanship that can be found in the automobile industry the world over to-day.

It is not a cheap car built down to a price. A study of its design will show that it is a high grade vehicle, which, being in great demand in its own country, is being built at a price far below that charged for other small cars, because in its construction the best labour-saving machinery is employed, and the large numbers produced enable overhead charges to be distributed until they assume a comparatively low figure per car.

The current range at the present time comprises two chassis, one of 11.9 h.p., known as the Morris-Cowley type and the other of the same fundamental design but larger, more robust, more powerful, heavier and faster, the 14/28 h.p. Morris-Oxford type. Both these chassis have four-cylinder engines, of monobloc construction with side valves and detachable heads, the top half of the crankcase being cast integral with the cylinder block. Thermo syphon cooling, a large radiator, plunger pump lubrication, an accessible

Lucas magneto driven off a cross shaft, a multiple cork inset clutch and a three-speed gear box built in unit construction with the engine, are fit and praise-worthy features of the design. All the transmission is enclosed, the torque tube and back axle being built up together and being joined to the power unit by means of a large torque ball abut the gear box.

In the transmission, as in the engine, the latest and most up-to-date design is used, the universal joint being automatically lubricated; the differential is of the four-pin type, while the final drive is by spiral bevel. Both brakes work direct on back axle, the foot brake on the four-wheel brake model taking effect on both front and rear wheels, while a hand brake operates shoes of the rear drums only.

The detachable wheels are shod with balloon tyres of Dunlop cord manufacture; a 12-volt Lucas lighting and starting set with a silent chain drive to the dynamo is included while the chassis specification incorporates such desirable components as spring gaiters, Gabriel snubbers, Enots Autoram chassis lubricating system, a Smith five-jet carburettor supplied from a large tank in the dash, a radiator thermometer and other useful accessories. In fact, one of the chief features of the Morris car is that once it is bought there are no further accessories to buy, for it is sold complete.

pletely equipped down to the last detail, including, even, on the closed models, a smoker's companion on the dashboard.

On the 11.9 h.p. Cowley chassis, five models are listed: the two-seater, occasional four, the four-seater, the fixed head coupe and a very neat saloon. The open models all have complete weather protection in the shape of detachable side curtains, while on the closed cars window winders for the glass panels and ample ventilation are excellent features. The Oxford range includes two and four-seater open cars, the coupe, the cabriolet, saloon and landaulette. All these are lavishly equipped and are really automobile-de-luxe in every sense, for, with a speed range of over 50 m.p.h., a perfectly balanced engine, a noiseless transmission and a suspension that by reason of the long gutted springs, balloon tyres and Gabriel snubbers, is absolutely comfortable on even the worst road when taken at speed—they lack nothing that the most discriminating motorist might require.

It is on this programme (with the addition of three commercial vans, two purely for goods and one for goods and passengers on the Cowley chassis) that Morris Motors, Ltd., have achieved such remarkable success during 1925; easily beating all other competitors.

Although the capacity of the factory is reckoned at 1,500 cars per week (a new car every two minutes), Morris Motors, Ltd., have been pressed for delivery the whole of the season.

And yet the Morris is by no means a mass produced car. In the factories the "flow" method of production has been instituted. This means briefly that, instead of a large number of similar parts being subjected to the same treatment at the same time, every single part is machined or made by an operator skilled in his own particular work, and it is then passed on to further treatment to another specialist in another particular branch. In this way the continuous flow of the best work procurable is obtained and the resultant product is so reliable that its roadworthiness is a watchword among motorists. At the same time, its performance on the road is such as to give owners of far more powerful and much more expensive cars very furiously to think. The agents for the Morris

car in this territory are The Hongkong Hotel Garage from whom all information can be obtained, and who will be glad to quote prices and dates for delivery.

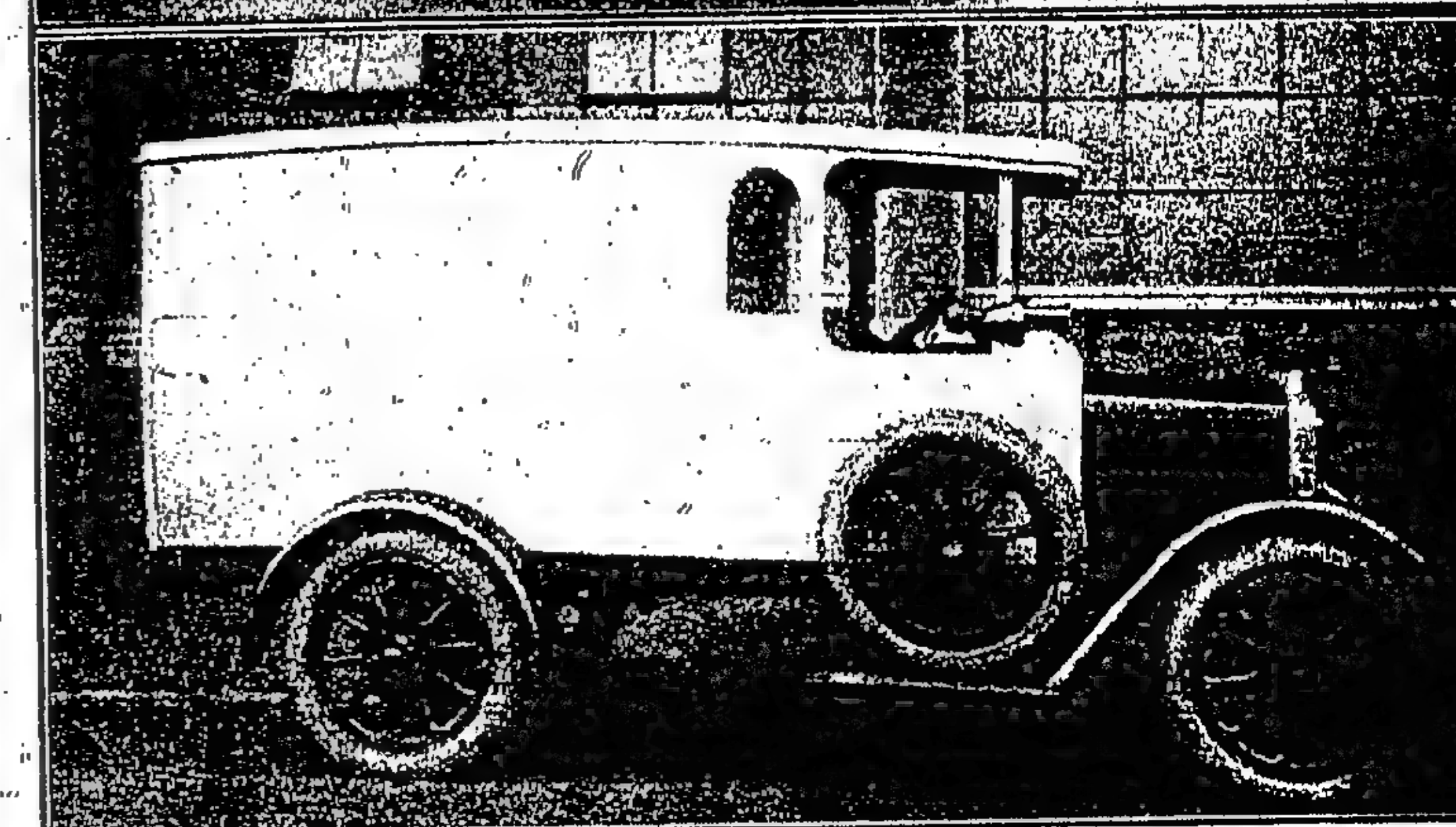
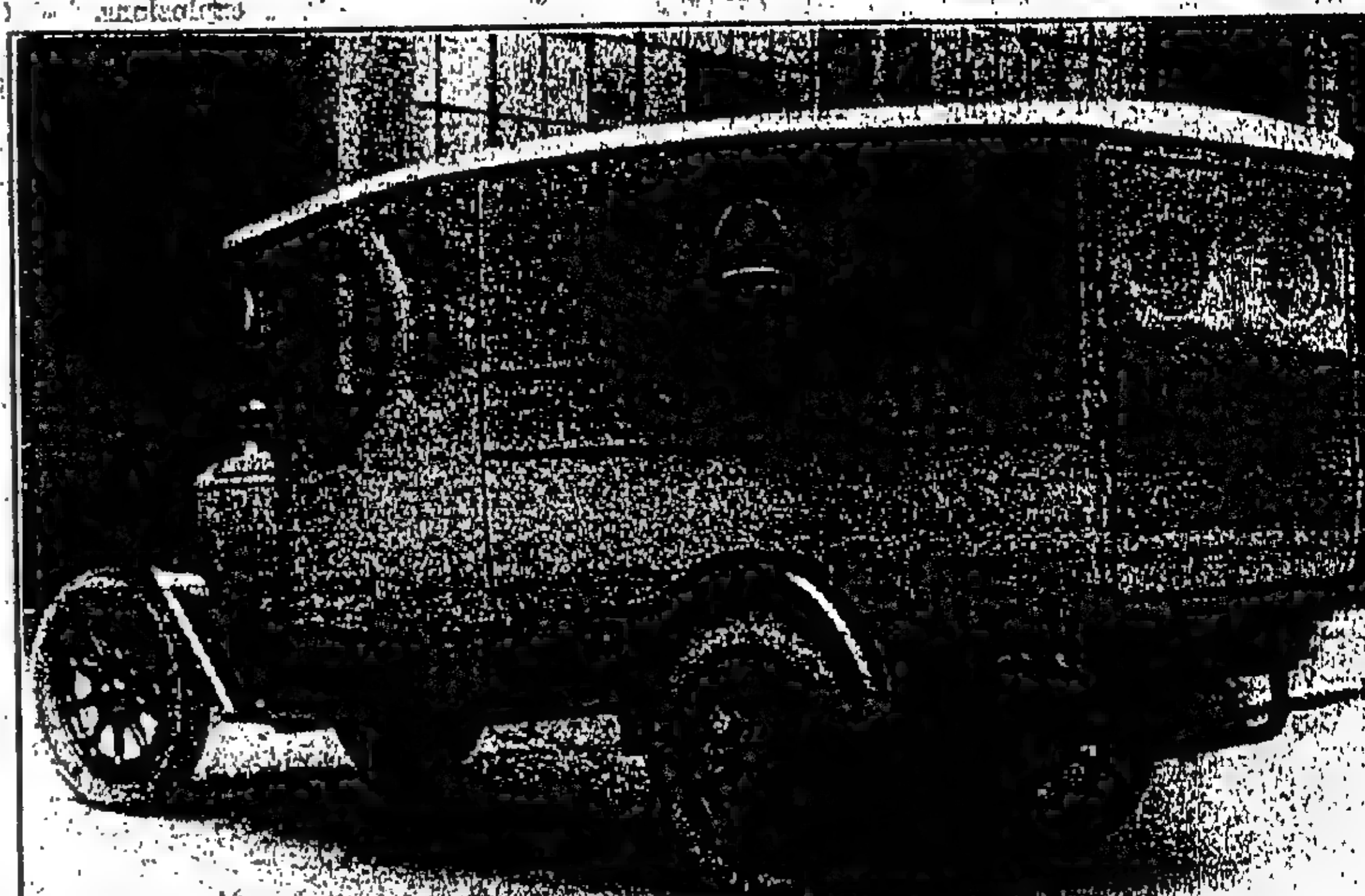
THE AUTOPULSE.

AMERICAN ELECTRICAL FUEL FEED.

For so long has the vacuum operated fuel feed from rear petrol tank to carburettor held sway, that the possibility of any alternative has seemed remote. There has, however, recently been introduced a little appliance which is claimed to have done wonders in America, and which is operated from the normal electrical equipment of the car to provide an automatic and regular supply of fuel to the carburettor. Named the Autopulse, the instrument is about the size of a small float chamber. Its operation is simple in principle, but exceedingly ingenious in detail. Broadly speaking it consists of a pumping element composed of a series of hollow steel discs forming a bellows, and somewhat similar in appearance to the actuating element of an aneroid. This pumping element is provided with suitable valves, and is caused to pulsate much as the striker of an electric bell pulsates by the action of a solenoid and make and break. The electrical operation is such that the carburettor float chamber will accept, and does not consume current idly in pumping too much.

Some of the features of the Autopulse are that it will feed before the engine is started, it is self-priming, can be cut out of operation when coasting or at any other time, is unaffected by vibration, cannot flood the engine with unburnt fuel, and consumes so little current that it can in emergency be run off dry batteries.

SOME TYPES OF THE NEW MORRIS MOTOR TRUCKS.



The manufacturers of the famous Morris motor cars are finding a ready sale in Europe for the above types of small motor trucks.

A Fine Product and a Fine Policy

There are no finer tyres than

DUNLOP CORDS



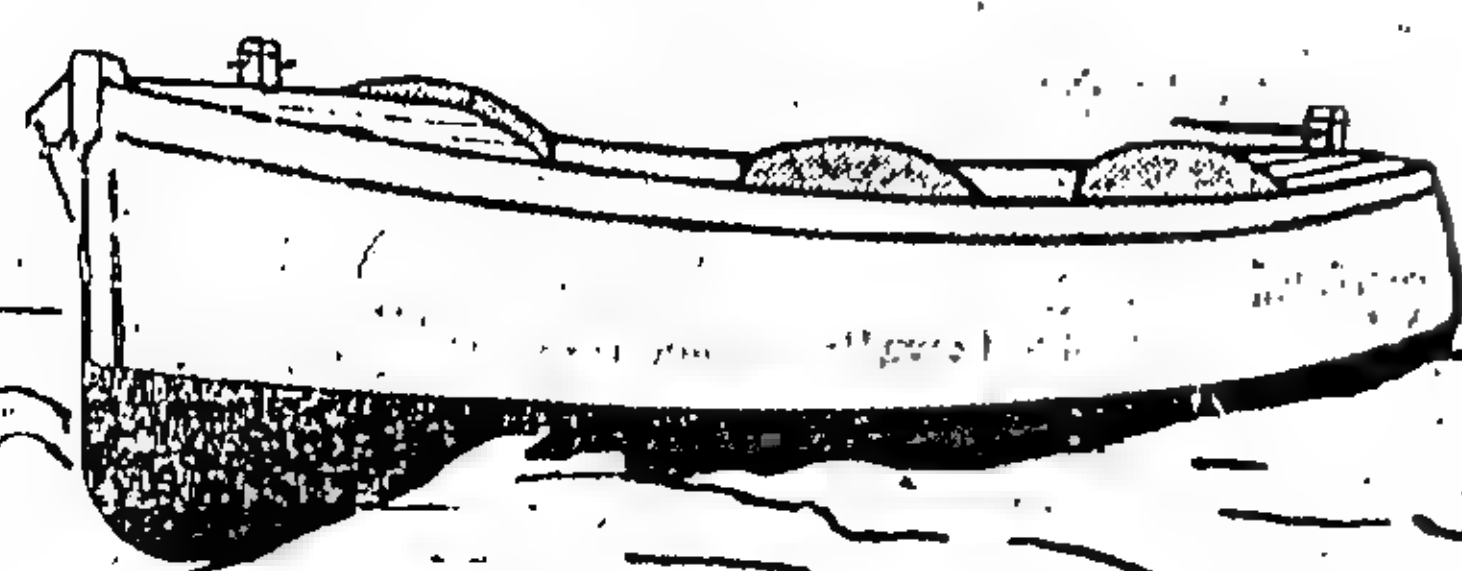
They stand as the supreme achievement in tyre construction, and set a new standard in tyre service. Behind them is a fine policy—fair treatment—the methods of the Dunlop organization which help you to get the utmost value from your tyres.

There is a Dunlop Representative at Hongkong, for your service.

DUNLOP RUBBER Co., (China) Ltd. HONGKONG HOTEL GARAGE, Distributors.
Hotel Annex Building. Telephone Central 4551. Telephone Central 4759.

THE AILSA CRAIG HARBOUR LAUNCH.

SPEED 7 KNOTS.



BRITISH THROUGHOUT

COMPLETE \$2350 DELIVERED HONGKONG

Sole Agents.

DODWELL & Co., Ltd.

HUDSON-ESSEX

World's Largest Selling "Sixes"

Quality Gave Volume and Volume these Amazing Prices

Years of brilliant advancement in quality have given Hudson-Essex a leadership everyone knows and acknowledges.

It has given them the world's largest volume of 6-cylinder cars.

And to buyers, amazing price advantages, passed on from unequalled volume economies.

Yet it is not price, but popularity of the finest quality ever produced by Hudson-Essex, of famous Super-Six performance, reliability and fine appearance that motor-dom recognizes as the World's Greatest Values.

To all who know the facts it is the supreme type among "Sixes." In Essex, it brings the quality, performance and reliability of finest "Sixes" within reach of all.

World's Greatest Value

ESSEX COACH \$2,000 HUDSON COACH \$3,000

Hudson Brougham \$3,600. Hudson 7-Pass. Sedan \$4,000

The Dragon Motor Car Co., Ltd.

33, Wong Nei Chung Road Happy Valley.

Telephone Central 1246 or 1247.

HINTS FOR THE MOTORIST

by ALBERT L. CLOUGH

EXTERNAL GAS LEAKS.

Gas Leakage into and out of engine cylinders and piping is met with in three general forms, viz.: Escape of gas while under compression in the cylinders; escape of burned gas from the exhaust system, and the entrance of stray air into the intake system. Leakage of any of these kinds gives more or less serious trouble and one has to be on the watch for it, be able to determine its nature and locate it.

Compression Leaks.
Internal escape of gas past imperfectly seated valves and badly fitting piston-rings account for nearly all loss of compressed gas, but still there may be quite a bit of external leakage around spark-plugs, priming cocks and the valve-caps of old type engines, without detachable cylinder heads. To find it, flood the joints where leakage can occur, with engine-oil from a squirt can, when the points

of escape is run. Leaks of this class not only make hissing noise and represent a loss of unburned gas and power, but if gas can be forced out through them, air can be sucked in through them. Such sparkplug leaks often cause misfired explosions. Compressed gas may escape to the open air past a loose or damaged cylinder-head gasket, and such leaks can be demonstrated and located by the oil method above described. A compression leak into a water jacket space may be assumed if, when the engine is hand-cranked, there is a bubbling of gas out of the radiator filler opening.

Exhaust Leaks.
Disagreeable odors, possible danger to health and annoying hissing sounds result from leaks

in the exhaust piping and these can be developed by making the exhaust smoky with kerosene, then loosely closing the final exhaust opening and noting where smoke escapes, when the engine is run. Any of the gasketed joints may leak or there may be a split somewhere in the pipe.

Intrusion Of Air.

There is a strong tendency for air to be sucked into the intake at any leak-point between the throttle and a cylinder that is taking gas. The more nearly the throttle is closed the greater this tendency and therefore air leakage makes starting and steady running at low speeds very difficult. To locate air leaks, set the engine idling, soak a piece of waste with gasoline and hold this closely around each place where it may be suspected that stray air can enter; such as the carburetor flange, intake pipe flanges, the throttle shaft and inlet-valve stem guides. If the engine speeds up when the waste is pressed around any of these points there is an air leaking in thereat, which has taken up enough gasoline to increase the charge fired and raised the speed.

(Mr. Clough gives some of the questions he receives from time to time, together with the answers. These appear weekly and provide an instructive reference.)

This Engine an Oil Waster.

Question: I have to fill the engine of my car with oil every 100 or 150 miles and it will hardly hold the thinner grade of oil used in winter at all. There is an escape past the felt washer around the front end of the crank-shaft, where it goes through the timing gear case, because this washer falls to pieces after a very short time. The labour entailed in replacing it, is rather costly. What can you suggest?

Answer: Is the shaft roughed up or out of true where it passes through the washer? Is the washer retainer out of centre with the shaft? These defects may make the felt give out prematurely. Perhaps a better form of retainer could be used that would support the felt more effectively and, possibly, a retainer that would carry a thicker washer might give better results. We suggest that you take this matter up with your service station or direct with the manufacturer. Of course, if your engine has a continuously smoky exhaust, there is much oil-waste past the pistons. There may be other oil-leaks. Try running the engine idle at a good speed, when it is hot, and watch for oil droppings on the floor under it.

Question: Although I have just installed a new battery, the starter of my Ford will not start the engine on cold mornings and does not seem to be strong, but after the engine becomes heated, it works perfectly. Would new wiring remove this trouble?

Answer: If the starter works all right after the engine becomes hot, we cannot see there is any reason to have it rewired. Is your trouble that the starter will not turn the engine over as fast as it should on cold mornings, or is it that it turns it over at a good speed but without the cylinders firing? If the former is the case see if you cannot use an engine oil which will not stiffen so greatly with cold, make sure that all the connections in the starter circuit are tight, that the starter-switch contacts are clean and that the commutator and brushes of the starter-motor are in good condition. If the latter is the case make sure that the carburetor-choke is closed tightly enough, that the commutator is oiled with kerosene-oil mixture that the sparking-plug points are set right and that the magneto is not weak. Try putting a little gasoline into each cylinder before starting.

GOOD BUSINESS OUTLOOK.

Leaders in the automobile industry predict a huge development of the industry in 1926. It is expected that business conditions will be even more favourable during the coming year than they were in 1925.

BATTERY RECORDS.

Some western motorists are reporting unusual service from their automobile batteries. Several claim that the batteries have stood up for 30,000 miles of practically continuous riding.

BRITAIN LEADS IN CAR VALUE

The New MORRIS Programme

REGISTERED TRADE MARK

REDUCED PRICES

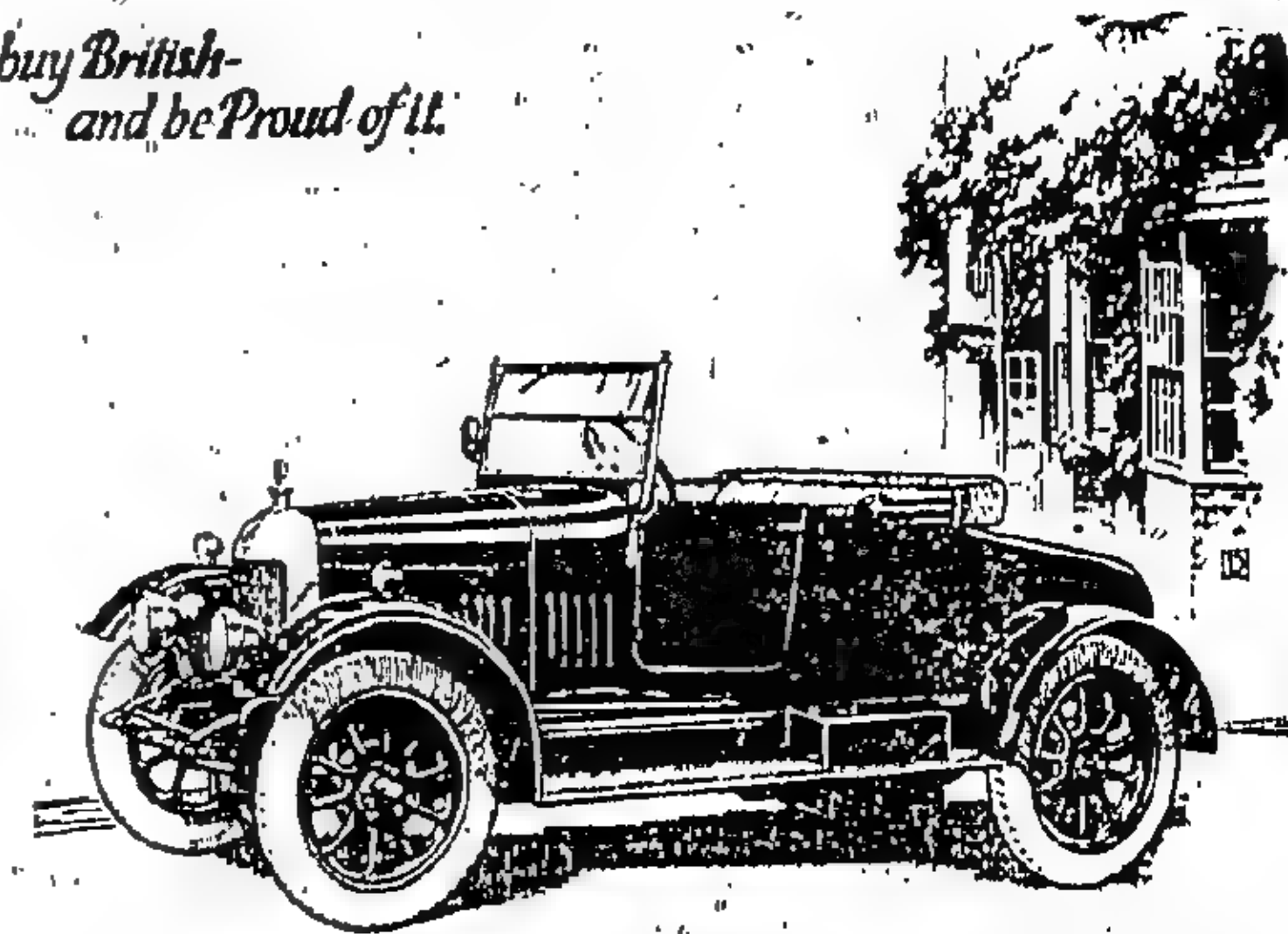
BETTER CARS

FOR the season commencing September 1st, 1925, MORRIS MOTORS, LTD., who make more and better cars than any other British manufacturer, announce the following important improvements in their cars:—

1. The provision of four-wheel brakes on 11.9 h.p. Morris-Cowley models.
2. The fitting of reinforced balloon tyres on all models.
3. The provision of dipping headlamps on Morris-Oxford cars.
4. Thermostatic control of engine cooling on Morris-Oxford models.
5. Important detail improvements, especially in the coachwork of all models.

Additional to these items none of the features that have made Morris Cars so overwhelmingly superior during the past twelve months has been omitted. Instead, still better cars are being offered at still lower prices.

buy British—and be Proud of it.



The new Morris-Cowley Two-seater. Finest motor value in the world. Complete with four-wheel brakes, Lucas 12-volt lighting and starting equipment, balloon tyres, Gabriel Rebound Shockers, spring gaskets and full equipment, has no competitor in its class at the price at which it is now offered.

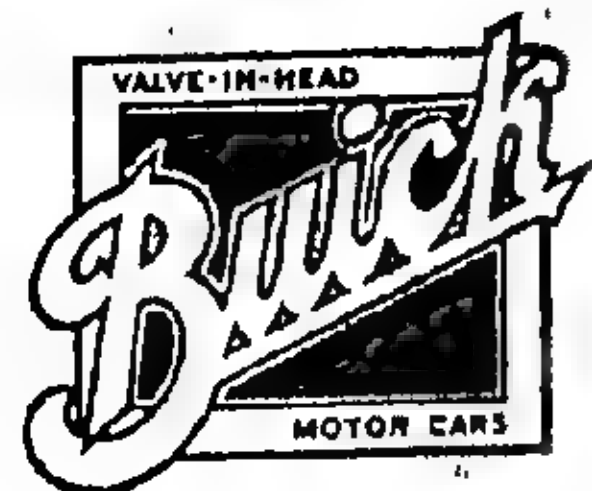
Call and see these models either at our showrooms or the showrooms of our Authorized Sub-Dealers mentioned below

The Hongkong Hotel Garage
THE HONGKONG & SHANGHAI HOTELS, LTD.

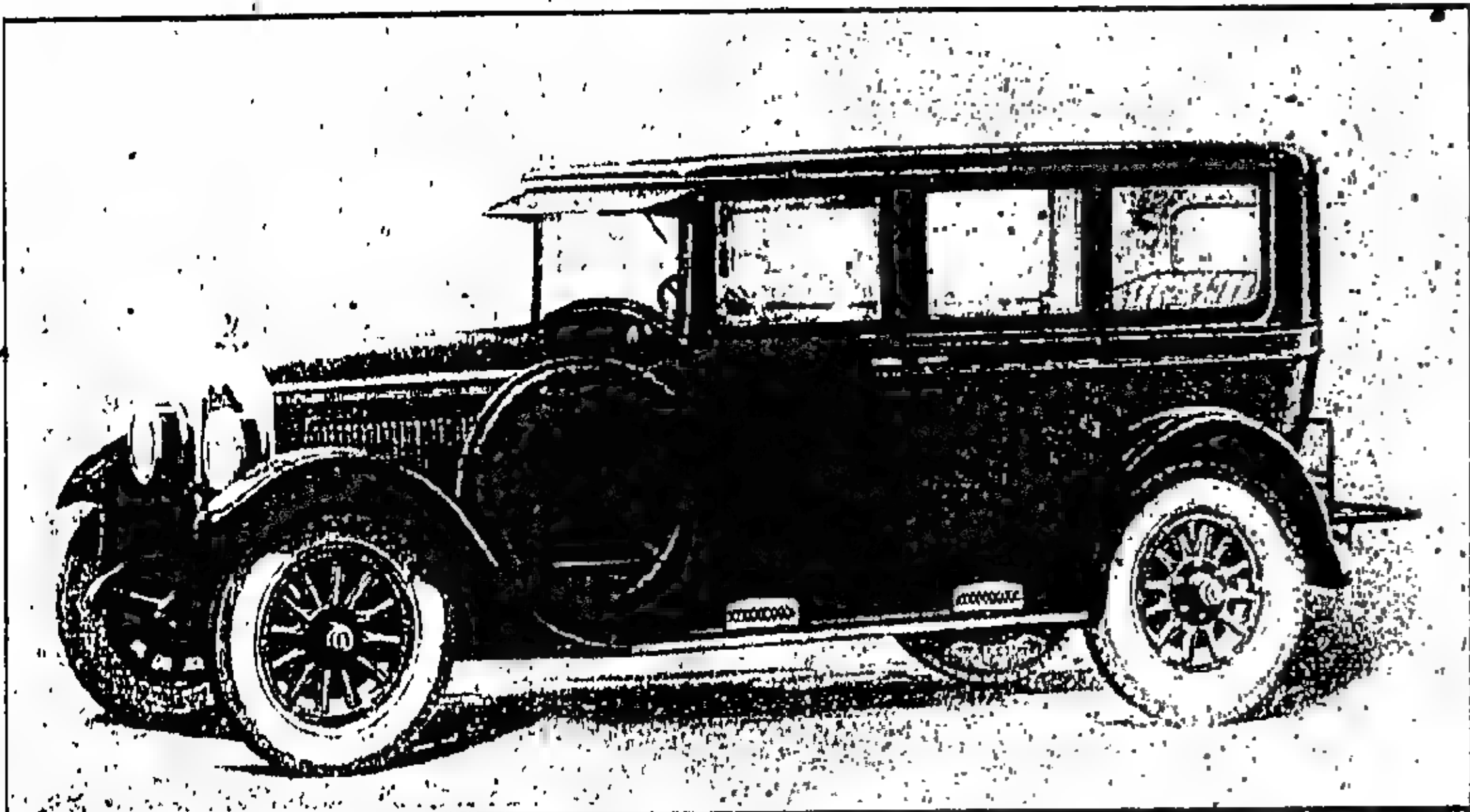
Showroom Tel. C. 4759

Garage Tel. C. 4602

When you see the Maple Leaf



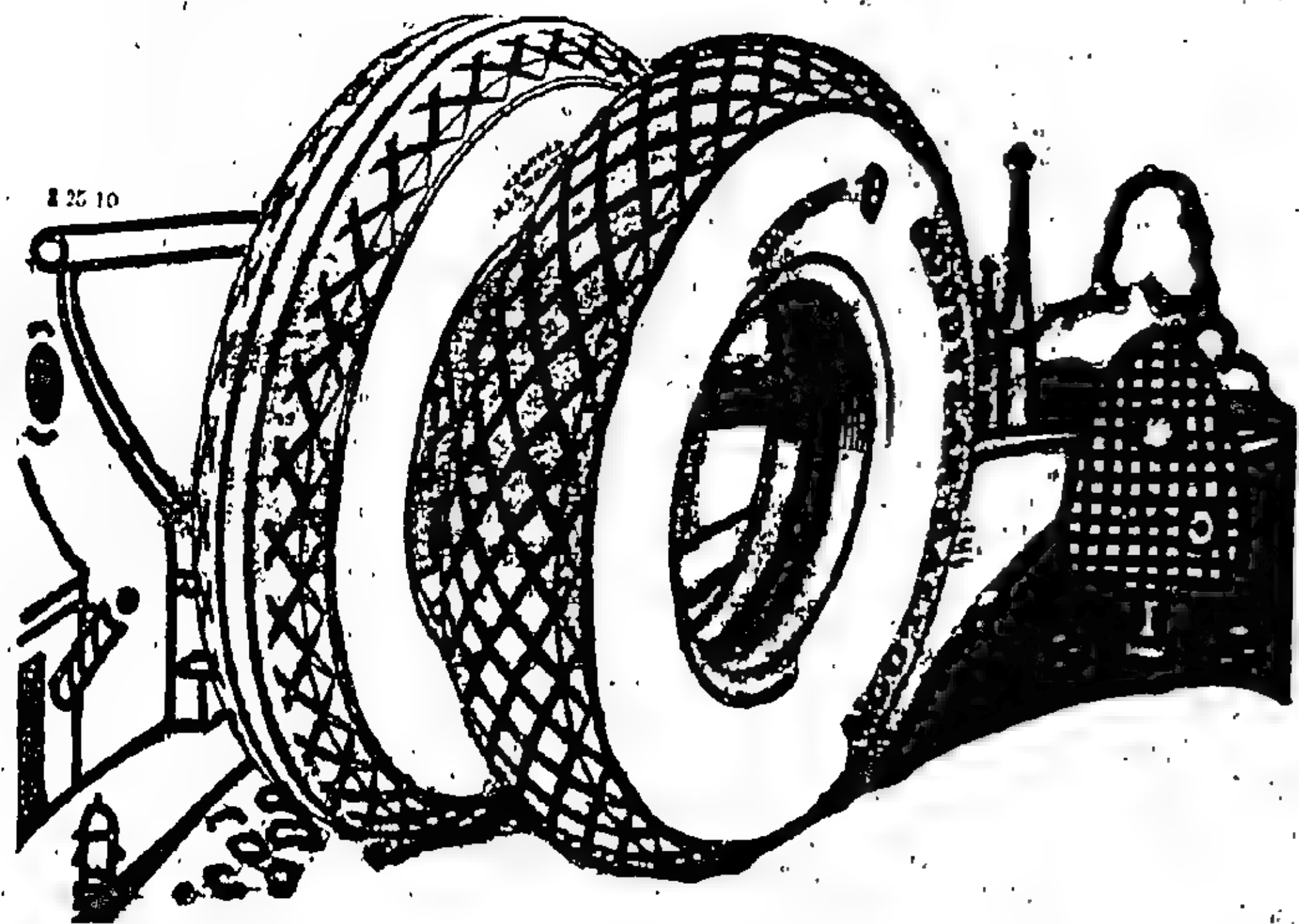
—it Means British and Best!



Buick Designed—Buick Built—Buick Powered, with Ample Room for Seven.
A BRITISH EMPIRE PRODUCT TO BE PROUD OF

Sole Agents:

The Hongkong & Kowloon Taxi Cab Co., Ltd.
33—35, Des Voeux Road, Hongkong.



The Strength to Give Miles

To meet that constant need to flex and flex, to take those sudden shocks and jars evenly and easily on low air pressure, the need is for a supremely strong and flexible body.

SUPERTWIST, the newly discovered cord material used exclusively in Goodyear Balloon Tyres, has proved in actual tests, that it far outstretches, far outflexes, far outwears, all other cords.

Next Time Buy

GOOD YEAR

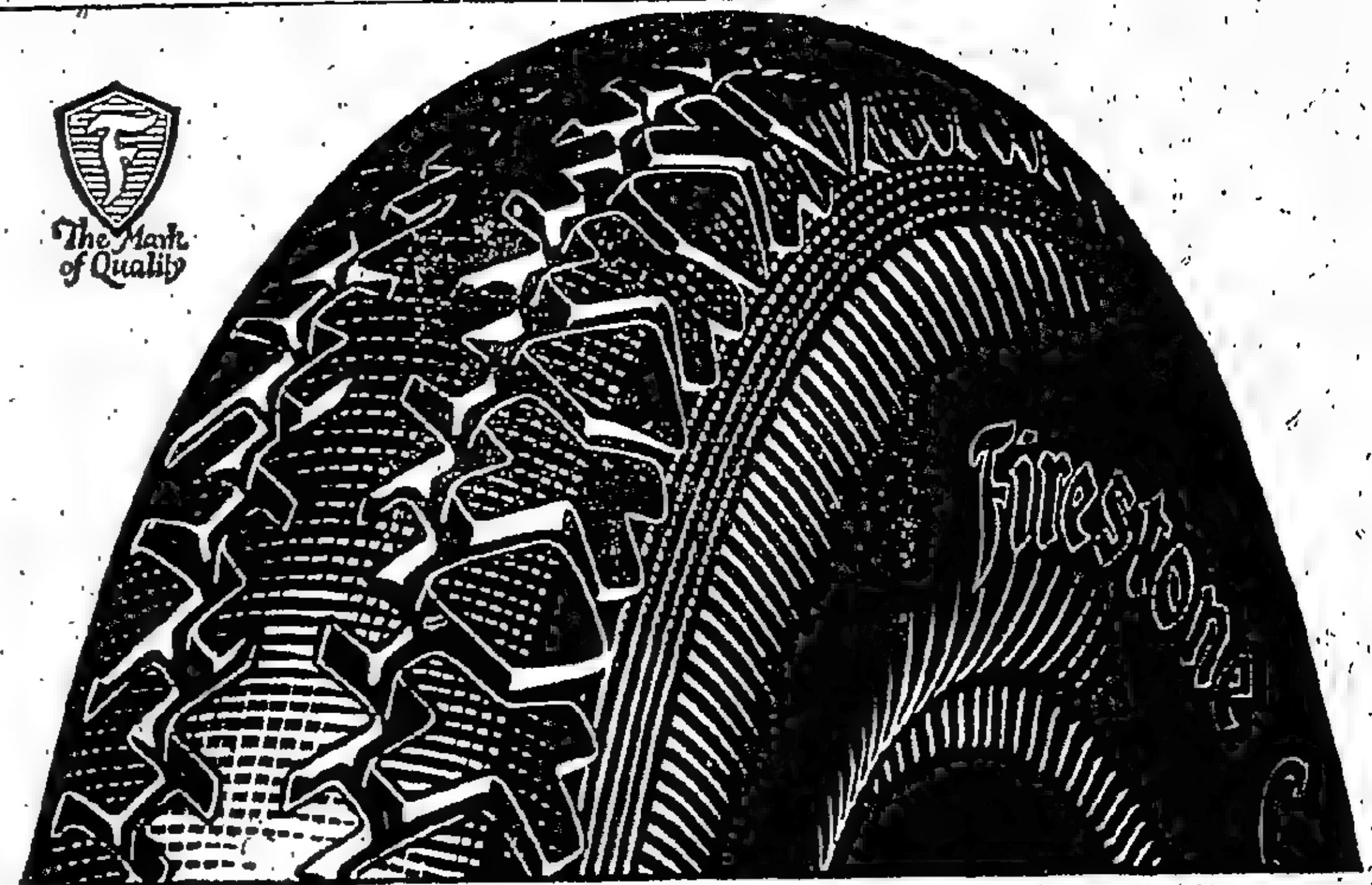
BALLOON TYRES

Made with SUPERTWIST

DISTRIBUTORS

ALEX. ROSS & Co. (CHINA), Ltd.

BANK OF CHINA BUILDING, HONGKONG.



A Heavy Duty Tyre for Continuous High Speed

The Firestone Heavy Duty Pneumatic for Lorries and Buses is built extra size and Gum-Dipped for extra strength. This Firestone process insulates every fibre and cord with rubber, thus reducing friction—keeping those big tyres cool in hard service.

Improved non-skid tread gives unusual traction. The side walls are of the same tough, slow-

wearing rubber compound as the tread.

Centre rubber strip increases mileage by aiding balance, in design and preventing strain on the carcass and cushion.

Other Firestone features further contribute to safer and more economical bus transportation and highway haulage.

MOST MILES PER DOLLAR

Firestone

THE DRAGON MOTOR CAR CO.,

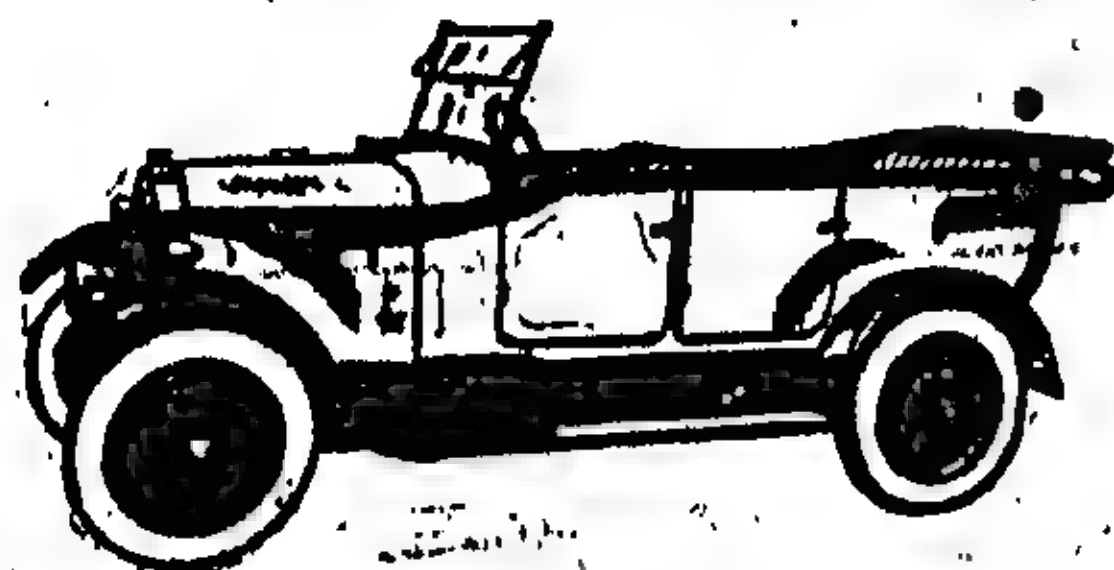
LIMITED

33 WONG NEI CHUNG ROAD, HAPPY VALLEY

19 SINGER 26

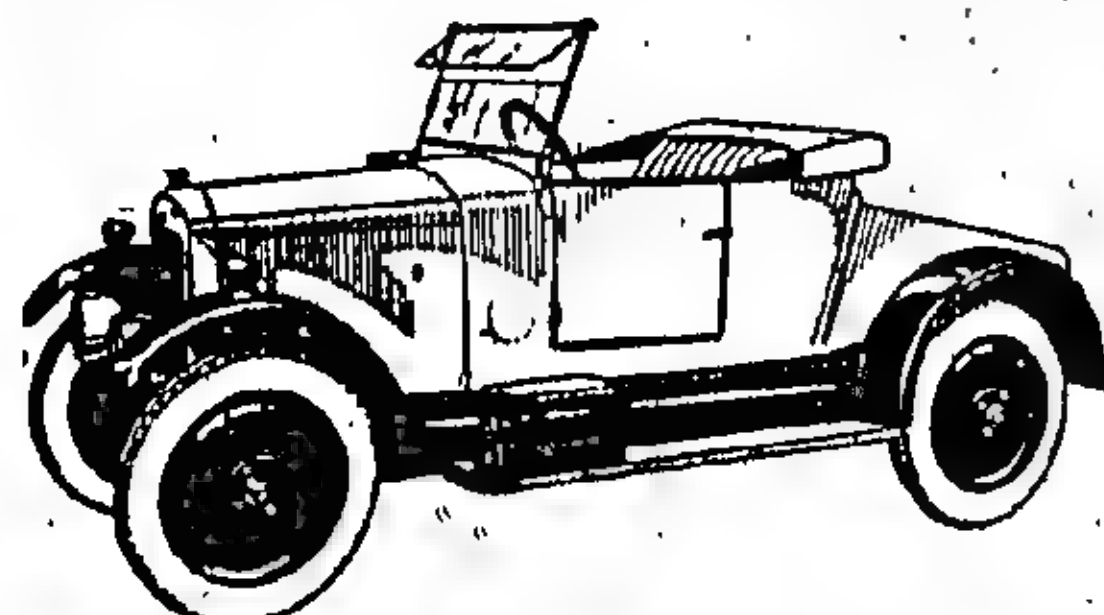
Specially Geared for Hongkong

The 1926 Singer represents the highest standard of British Motor Car Engineering—a standard which guarantees that every purchaser acquires a car made to last.



FOUR SEATER "DE LUXE"
\$2,200

British Throughout



TWO SEATER "DE LUXE"
\$2,200

Equipped with overhead valves, four wheel brakes, automatic windscreen wiper, pneumatic upholstery, Dunlop reinforced balloon tyres, complete all-weather equipment, large radiator, etc.

For Full Specifications and Particulars apply to—

GILMAN & CO., LTD.
HONGKONG BANK BUILDING.

MOTOR CAR REGISTRATION.

(By Israel Klef for

The Hongkong Telegraph.)

Automobile registration was introduced primarily as a revenue measure.

It has become of increasing benefit, however, in tracing stolen cars, running down criminals, getting appropriations for highways and in guiding automobile makers and dealers in the distribution of their cars.

Yet complaint is made that the figures compiled by the various states are inadequate and misleading. Some of the flagrant errors in registrations are pointed out by John W. Scoville of the Chrysler Motor Company.

Registration, he points out, is the counting of all licences issued by the state. Yet, he says, "it is not certain that all license plates issued by a state become attached to an automobile. Some plates are lost, misplaced or destroyed. Some owners fail to get new license plates."

"Many automobiles are registered in two or more states. Many cars registered in the year are destroyed before the end of the year."

Big Difference.

So Scoville concludes counting the number of cars in a state by the registration system is highly erroneous.

A company starting sales in 1924 took note of the number of cars it sold in the various states and tried to check it up with the state count of its cars for that year. Eight states reported a count of only 25 per cent. of the cars sent to those states.

Adding about 15 per cent. for cars still held by dealers, this leaves 60 per cent. of the actual factory sales in those states unaccounted for, so far as the official state counts are concerned.

Total registrations at present are obtained in one of two ways:

1. By counting the number of license plates issued by the state.
2. By counting the names of automobile owners as furnished by companies that supply mailing lists.

Inaccurate Method.

Both are inaccurate, Scoville points out. Reasons behind this are many. States headquarters may get a delayed report of car sales, because local officials hold up license fees and records.

In many states, the license doesn't show whether a new or a used car was registered. In others, cars are driven with old license plates.

In four southern states, the new car registrations reported were more than 30 per cent. below the number of actual new car sales. In other states, the new car registrations reported were above actual sales. This is because cars bought in one state are registered in another. Many cars bought in New York, for instance, are registered in New York.

The result is a misleading source of information to car distributors, who depend on registration figures to tell them how state sales go. And information obtained from this source for police benefit is also un dependable.

STEERING ADJUSTMENTS.

When adjusting the steering gear, allow a little play to prevent its binding and to relieve the arm from vibration and road shocks. One inch travel of rim on the steering wheel is about right.

THE SMALL CAR IN AMERICA.

A REVAMPED AUSTIN SEVEN.

Little motor cars on wheel-bases ten inches shorter than the Ford and capable of giving 50 to 60 miles on a gallon of gasoline will be introduced to America by Detroit manufacturers soon after the new year. It may be possible that some of them will be exhibited for the first time in the national automobile shows at New York and Chicago. This development follows certain predictions made earlier in the year that the automobiles of the future would steadily decrease in size and eventually bring Americans to using cars about the size of a small kitchen table. This, of course, is the European idea which the United States is going to copy and to that end Continental Motors Corporation has imported from England a standard model of the type of "small" or "bug" car widely used in Europe, and contemplates designing engines which will go into smaller cars for this country.

This car is the "Austin," which has been found best adapted to resigning for use there. Such cars, it is pointed out, will be built and marketed there chiefly for city or interurban driving over smooth paved roads and they will be two and four-passenger jobs.

The makers who will introduce them calculate that the "Bug" cars will fill a distinct niche in motoring service for city-dwellers:

First: Because of fuel economy.

Second: They can be parked in a 90-inch space.

Third: U.S. cities are now practically all paved; so much so that there is a new field for runabouts of a smaller and more refined type.

These new runabouts, or "bug" as they have been called through their diminutive size, will be exact miniatures of the larger cars that we are familiar with. Most of them will be closed jobs and their body lines will be every bit as snappy as those of the larger models. They will be equipped with baby balloon tyres, disc or wire wheels, gear shift, instrument board, head lamps, four-wheel brakes, and practically every standard accessory now in vogue.

The general appearance, size and fittings of the baby cars will be such as to make them appeal directly to the youth of the land and the probability is that both sexes of "flappers" will develop a national craze to own and run them.

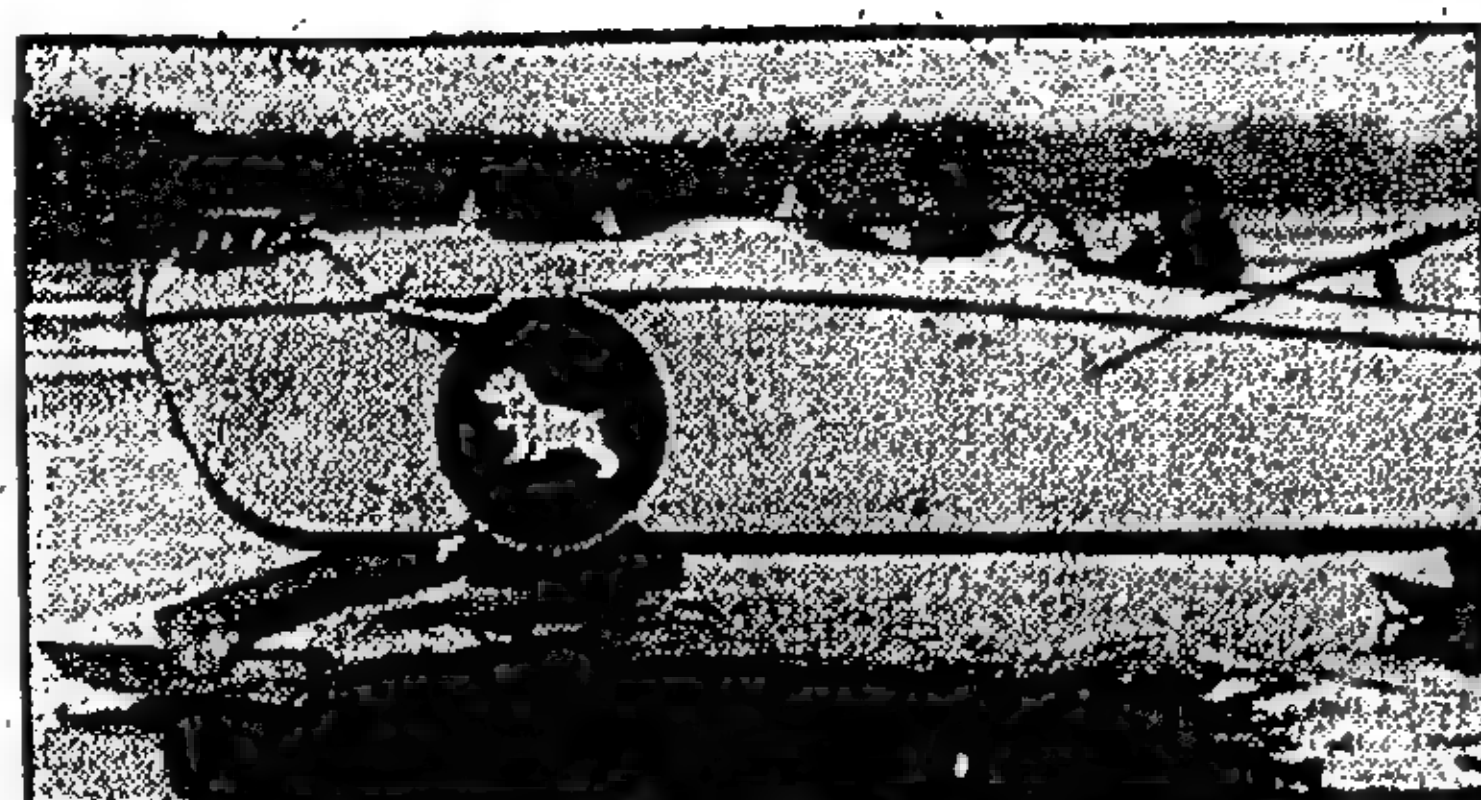
NEW AIR SERVICE.

A new air passenger service has been opened in Germany between the great industrial district of the Ruhr and Munich, with an intermediate stop at Frankfurt. Connections will be made with the Cologne-London service in both directions.

MANY ARE CARELESS.

Sixteen out of every hundred motorists cross railroad tracks without looking to right or left. This is the conclusion of the department of safety of the Baltimore & Ohio Railroad, which has just completed a nine-months' survey of grade crossings.

SPEEDY ICE BOAT.



This ice boat, built by George F. Mox of Dayton, O., is capable of a speed of 90 miles an hour. The boat is built on the lines of an airplane. A motorcycle engine operates a four-foot propeller. The boat is comfortable and safe and will float in water.

"Send One Over"

A solid trainload of 104 Graham Brothers Trucks was shipped recently to six Dodge Brothers Dealers in the State of Florida, U.S.A. Ten days after arrival every truck had been sold—and more were on the way.

Similar shipments in varying quantities have recently been forwarded to China, the Philippines, India, Australia, South Africa and South America.

All these constitute an exceptional record—but this record illustrates an important point.

Business men all over the world need no longer feel that they must devote valuable time to investigation of trucks before making their choice.

The remarkable record of Graham Brothers Trucks in practically every country has reduced an important buying problem to the simple expedient of asking the Dodge Brothers Dealer to "send one over."

THE DRAGON MOTOR CAR CO. LTD.

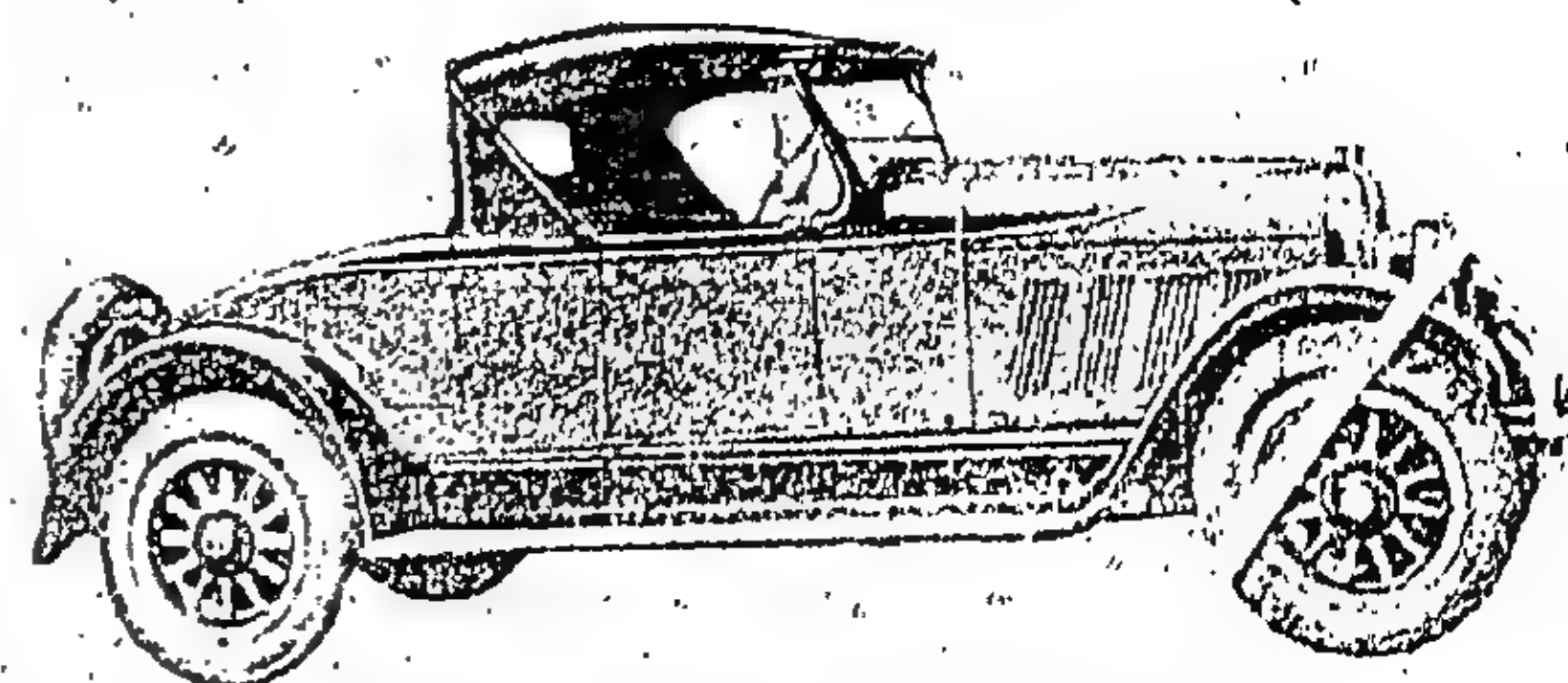
33 WONG NEI CHUNG ROAD, HAPPY VALLEY ... TEL. C 1246 or 1247

GRAHAM BROTHERS TRUCKS

SOLD BY DODGE BROTHERS, DEALERS EVERYWHERE

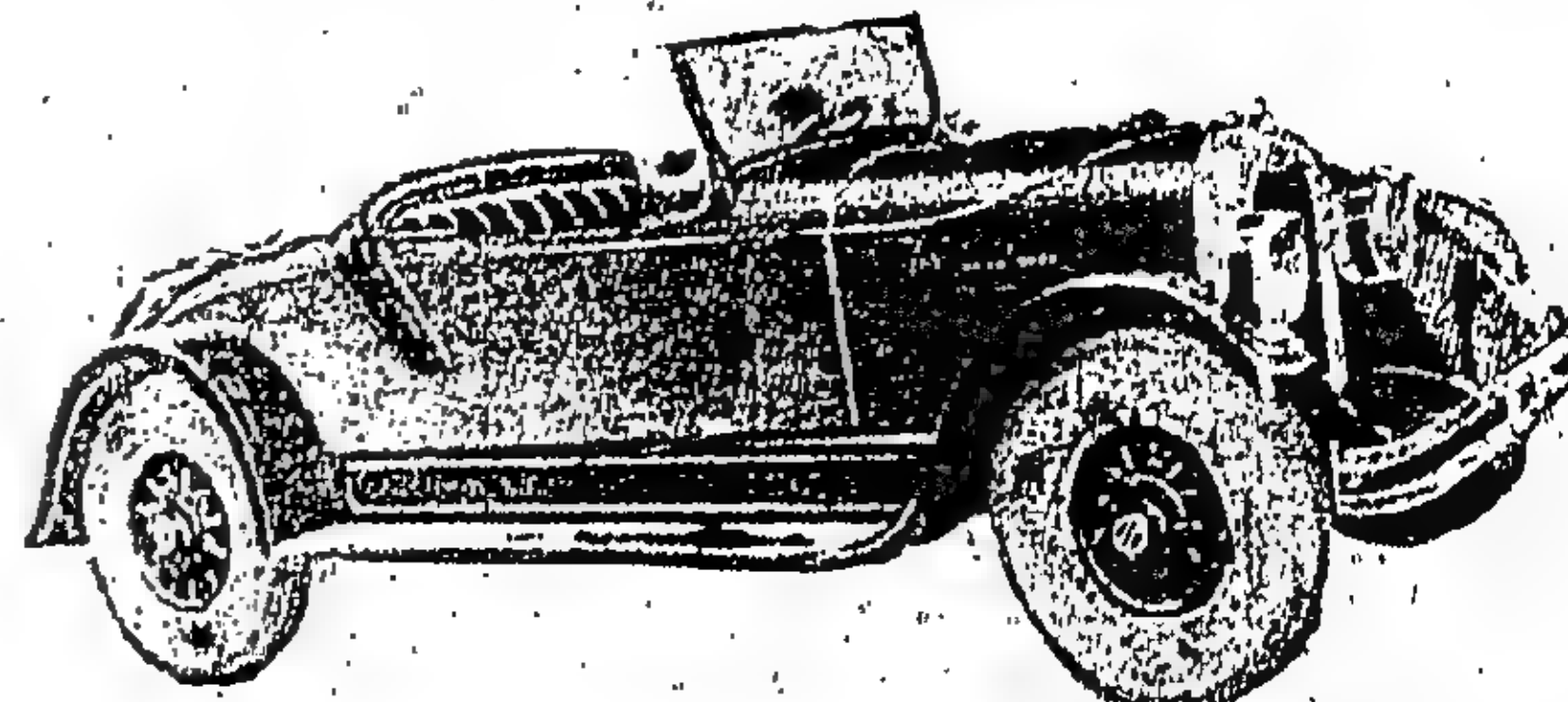
AUBURN

THE 8-88 ROADSTER



The "pleasure" car of the Auburn line. A run to the Club—Shopping tour or pleasure trip. Large comfortable seat in rear deck, entered through door, eliminating necessity of performing acrobatic stunts to get into and out of this seat. This door gives convenient access to rear compartment for golf clubs, packages or luggage when seat is not in use.

THE 4-44 ROADSTER



Same body design as the model 8-88 Roadster with same conveniences. Upholstery of brown Spanish leather. Snap and pop to satisfy the most exacting demands on a real "pleasure" car. Looks that make it the centre of many eyes wherever it is parked. Not a pocket edition but a real car the same as the other 6-Sixty-Six models. 120" wheelbase.

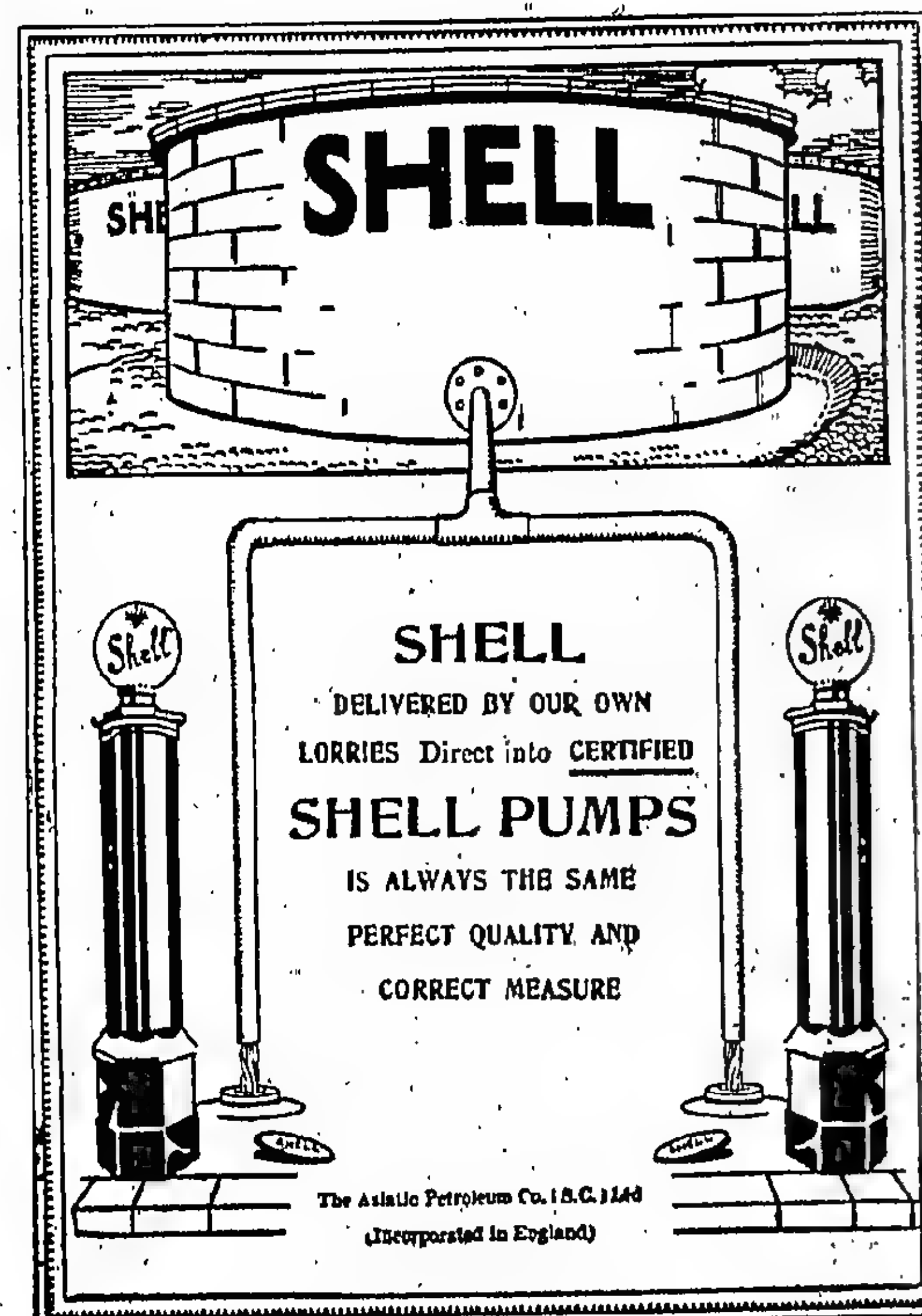
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UNIVERSAL AUTO SUPPLY CO.

Inspect our large stock of Motor Accessories and Spare Parts.
Sole Agents for Indiana Trucks.

FIRST FLOOR ASIATIC BUILDING.

TELEPHONE C. 4915.



TAXATION METHODS.

THREE SUGGESTIONS.

- A flat registration tax.
- A gasoline tax.
- A weight tax.

These are the only three methods of taxation by means of which states should collect money from motorists for the development of their highway systems, says Mr. A. J. Brosseau, member of the taxation committee of the National Automobile Chamber of Commerce, New York.

Mr. Brosseau's opinion is that of the entire committee, and is based on a formula that has been based on the use of and the demand made upon the highways.

"A flat registration tax," Mr. Brosseau says, "is advocated to defray the cost of administration of the highway department and for the privilege of owning an automobile, which carries with it permission to use the highway."

"To measure the use of the highway, we have to reckon with not only the floor space occupied by an automobile not moving but the distance covered by it. All admit that if the distance travelled is to be one of the elements in the formula, a tax on gasoline is an equitable one."

"In determining the amount of tax to assess for the demand made upon the highway, it is generally admitted that a graduated weight tax is equitable. This tax should be small in amount on light cars, somewhat higher on heavier automobiles and still more on heavy trucks equipped with solid tyres."

In addition, Mr. Brosseau declares all special taxes on automobiles should be voted to highway purposes.

And, to make the system of collection simpler, only the state should be the taxing agency on automobiles.

CELLULOSE CAR FINISH.

FEWER SCRATCHES.

[BY CAPT. E. DE NORMANVILLE IN THE "DAILY CHRONICLE"]

Most motorists are interested in anything that saves the owner-driver time or trouble in the maintenance of the car.

The new cellulose finish is one of the most interesting labour-saving devices, and an informative paper was read on the subject the other day by Mr. W. Fletcher-Starkey.

Cellulose enamel, Mr. Starkey explained to the members of the Institution of Automobile Engineers, is obtained by treating cotton fibre. The two most common forms are those treated with either acetic or nitric acid.

That operation produced a soluble form of cotton—or, as it is now called, "cellulose." Nitro-cellulose is the raw material forming the base of the enamel.

There are several suitable solvents for this material, usually alcohol treated with acetic acid, and this produces "the dope"—a strong, water-white sweet smelling liquid.

To render this fluid elastic for coachwork treatment such materials as camphor or castor oil are added. To render it sufficiently adhesive, suitable gum resins are used.

THREE COATS.

The car body has to be entirely free from grease or rust in any form, and the filling in and rubbing down processes are the same as for ordinary painting and varnishing. After this a final preparatory wipe over with a cleaning solution is desirable.

The next step is to apply the enamel, of which three coats are necessary, all being given by means of a spray pistol. These coats dry in 30 minutes, and are hard in an hour.

Two hours is quite adequate to allow between the coatings, so that the three coatings can be done in one working day. The complete job takes a week: first day priming; second day, stopping; third day, rubbing smooth; fourth day, applying "the undercoat"; fifth day, the three coats of enamel; sixth day, polishing up.

Though the cellulose finish has less gloss initially than varnish, it improves steadily with cleaning and rubbing, is more easily cleaned, and is to a large extent impervious to scratches. By comparison with ordinary varnish, about 25 per cent. more cellulose is necessary to "paint" a given car.

GOOD ROADS IMPORTANT.

Improved highways have a great influence on travel. Figures compiled by motor clubs show that auto traffic follows good roads. A new road opened up always attracts a large number of motorists.

FORD'S SHIPS.

SCRAPPING COMMENCES.

The first of the fleet of 199 ships purchased by Henry Ford from the United States Shipping Board to be scrapped for the manufacture of Ford products, reached the River Rouge plant of the Ford Motor Company Thursday, Dec. 17th. Hitched to a snorting tug, the big steel freighter slowly breasted the choppy water of the Detroit River and finally dropped anchor in the Rouge slip, its last voyage completed.

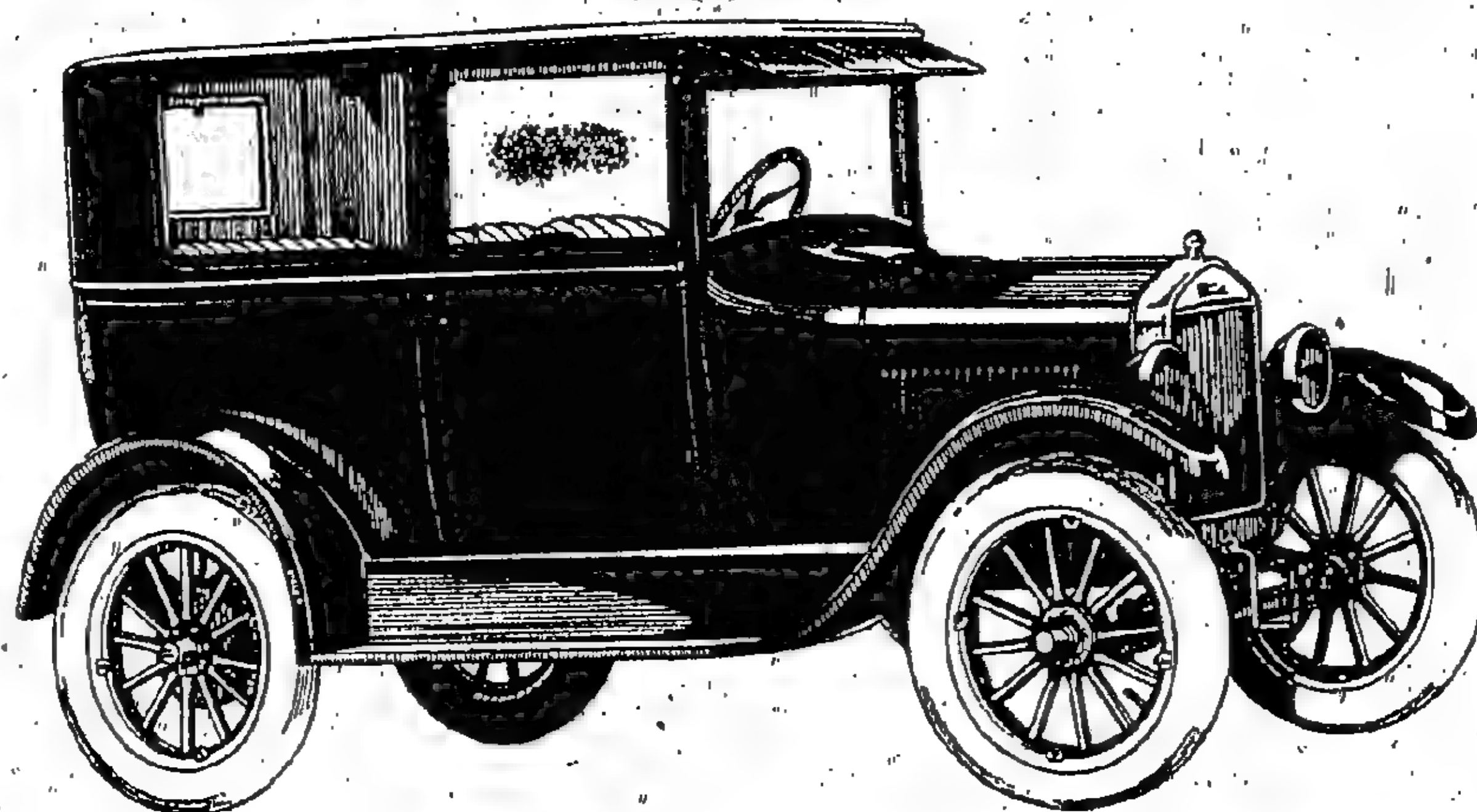
The ship—Lake Fondulac—barely escaped the grip of winter all the way along the route to Detroit. In the St. Lawrence it was necessary to plow lanes through the fields already formed and the ship with its tug passed through the Welland Canal on Dec. 15, the day before the canal was closed for the winter. On the high sea, gales buffeted the staunch tug and its helpless burden. On three occasions all wireless communication was destroyed and the Ballcamp—one of seven sea-going tugs also purchased by Mr. Ford—was forced to seek the

protection of Atlantic harbours for its charge. Eleven men were carried by the Lake Fondulac on its trip to the River Rouge and the tug was manned by a crew of twenty-three. The vessel to be scrapped is of 3,500 tons, cargo capacity: 251 feet long with a beam of 43.5 feet. Upon its arrival at the Rouge plant, it will be dismantled and all boilers, pumps and other useable equipment salvaged. The remainder of the ship will be scrapped, its steel to be used in the manufacture of Ford cars and trucks and Fordson tractors.

Although the vessel is incapable of motion under its own power, one boiler was kept fired all the way to Detroit to provide steam for operating winches, windlasses and for steering. Built in Cleveland during the heroic era of the world war, the appearance of the Lake Fondulac as it rolls at anchor or passively responds to the power of the tug is one of pathetic helplessness. Its keel was laid during the final months of the war when the energy of thousands of men and millions of dollars were spent to "build more ships." By the time

it had been launched and equipped to play its part in the grim game of war, however, the war was ended. Created on the Great Lakes for service on the high seas, the Lake Fondulac comes back to the Great Lakes to be scrapped for its steel—its longest ocean voyage probably having been made at the end of a tug's tow line. All winter, cutting torches will be busy at the River Rouge in an experiment by the Ford Motor Company to determine the best manner in which to dispose of the remaining ships of the fleet.

BEAUTY—COMFORT



TUDOR SEDAN

With self-starter and demountable rims delivered in Kowloon. H.K. \$1,500.00. Balloon Tyres H.K. \$50 extra.

A New Car With an Old Reputation

AT STILL LOWER PRICES

So many new features have been added to the Ford that it is really a new car. With the lowering and lengthening of the bodies and the raising of the radiators and head lamps, the entire appearance of the car has been changed. Instead of the uniform colour of black, the new cars are finished in Carmen Lake, Moleskin Deep Grey or Tartan Green. The seats are set farther back, lowered and redesigned for greater comfort. The gasoline tank is under the cowl, easier to fill and ensures an even flow. These are only a few of the many changes and improvements which make the Improved Ford a new car.

But all of the features which have made the Ford so popular in the past have been retained. It is still the sturdy and dependable car famous for its endurance and its economy of operation. And the prices have now been changed. See the new models at our show room.

Andrew Harper

Chatham Road, Hung Hom, Kowloon: 6, Queen's Road Central, Hongkong.
Telephones:— C.4895 and K.1216.

Ford Motor Company
Detroit, U.S.A.

THE IMPROVED

Ford

MODELS

Touring, with demountables H.K.	\$965.00
Runabout, with demountables H.K.	\$905.00
Coupe, with self-starter and demountables ... H.K.	\$1,475.00
Tudor Sedan, with self-starter and demountables ... H.K.	\$1,500.00
Ford Sedan, with self-starter and demountables ... H.K.	\$1,575.00
Chassis, regular ... H.K.	\$700.00
Truck chassis, with demountables ... H.K.	\$970.00
Balloon Tyres, ... H.K.	\$50 extra.

CONVENIENCE—UTILITY

World Leadership justifies Still Lower Prices!

Graham Brothers announce a substantial reduction in the prices of their complete line of trucks and motor coaches, effective January 7th.

NEW PRICES

3-Ton Chassis—BB	\$ 975
14-Ton Chassis—CB	1245
74-Ton Low Chassis—MB	1295
14-Ton, 158" Chassis—FB	2315
14-Ton, 158" Low Chassis—LB	1365
14-Ton, 128" Chassis—EB	1415
14-Ton Bus Chassis	1575

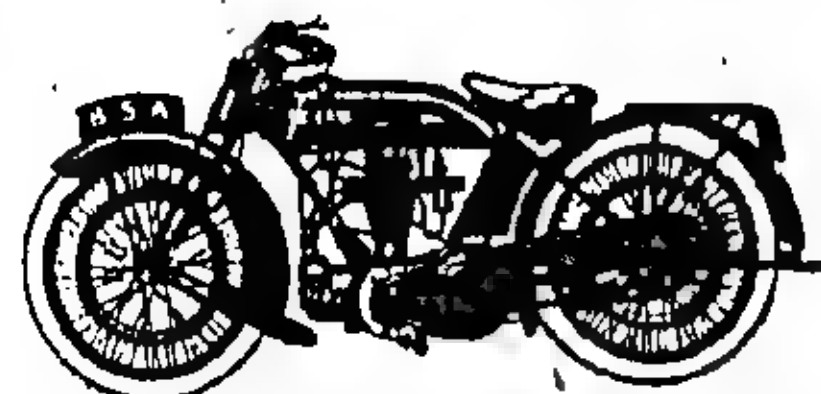
f. o. b. Detroit
This is their third reduction in eight months. It brings the price of their product far below any truck of comparable merit.

Large production justifies low prices. Graham Brothers are the largest exclusive truck manufacturers in the world.

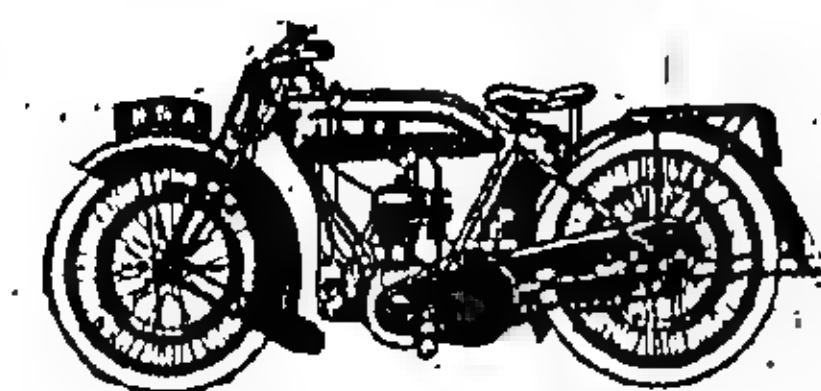
The Dragon Motor Car Co., Ltd.
3 Wong Nei Chung Road, Happy Valley
Telephone C. 1246 or 1247

GRAHAM BROTHERS.
Sole by DONG BROTHERS, Ltd.
DEALERS EVERYWHERE

B. S. A. MOTOR CYCLES



Famous For Reliability
and Economy



Full Particulars from the

Sole Agents:

THE SINCERE CO.

NORTHERN CAMPAIGN.

SUGGESTED AID BY THE SOVIET.

It is reported from Canton that General Li Fook-lum, General Officer Commanding the 5th Army Corps, has been recommended by M. Lugarkoff, high adviser of Military Affairs to command the vanguard in the forthcoming Northern campaign.

As the 5th Army has not yet been brought up to the required strength, M. Lugarkoff says he will undertake to obtain the assistance of the Soviet to supply full equipment for one Division of men. In consequence, it is stated that when the Army Corps is brought up to the required strength and fully equipped, it will be sent on active service to Fukien.

BANK RETURNS.

THE LATEST FIGURES.

The returns of the average amount of bank notes in circulation and of specie in reserve in Hongkong, during the month ended 28th February, 1926, as certified by the Managers of the respective Banks are:

Banks	Average Amount.	Specie In Reserve.
Chartered Bank of India, Australia and China	16,609,297	5,300,000*
Hongkong and Shanghai Banking Corporation	51,058,711	41,000,000*
Mercantile Bank of India, Limited	1,520,917	550,000*

Total ... \$69,188,925 45,850,000
*In addition Sterling Securities deposited with the Crown Agents valued at \$1,197,700.
†In addition Securities deposited with the Crown Agents and Straits Government valued at \$1,108,037.
‡In addition Securities deposited with the Crown Agents valued at \$280,000.

An armed robbery is reported as having occurred this morning in the district of Shataukok. Police Headquarters are awaiting particulars.

The public is reminded that booking for "The Quaints" Musical Co., opens at Moutrie's on Monday. The Company opens at the Star Theatre on the 19th instant.

Arrested in the act of breaking open the window, showcase of a printing shop in Hollywood Road, a Chinese was sentenced to one month's hard labour by Major C. Willson at the Central Magistracy this morning.

AT THE RACES.

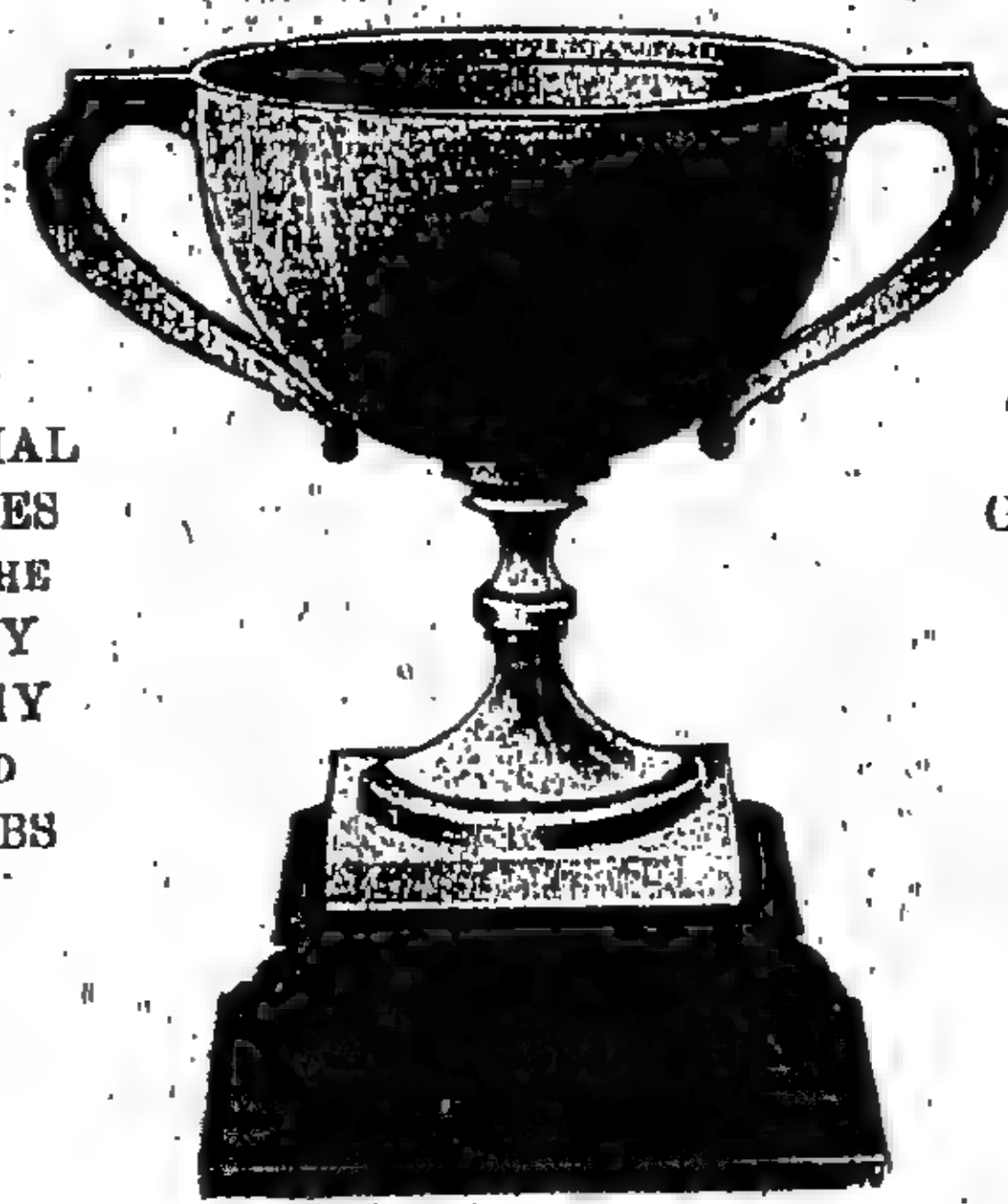


Grey Morn, winner of the Chater Cup, being led in by Mrs. B.D.F. Beith. The jockey is Lieut.-Comdr. Thompson.
(Photo: Ming Yuen.)



His Excellency the Governor, Lady Clementi and Sir Paul Chater. (Photo: Ming Yuen.)

CHALLENGE CUPS



SPECIAL PRICES TO THE NAVY ARMY AND CLUBS

ZEISS GLASSES FOR THE RACES

STERLING SILVER RACE AND SPORTS TROPHIES

AT

Very Reasonable Prices.

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LANE, CRAWFORD, LIMITED.
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Canadian Chickens

70 cts. per lb. (dead weight)

Savoury and Flavoury

The Dairy Farm Ice & Cold Storage Co., Ltd.

Wm. Powell Ltd.
Telephone C.4578



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Tailors and Breeches Makers

— 12, Des Voeux Road —

We are now making a feature of
SUITS and OVERCOATS
FOR
HOLIDAY WEAR.

Special purchase of CHEVIOT, SCOTCH and West of England Homespun, Flannels, Sun Proof Cloths, Serges, etc. at prices ranging from \$50.00 per suit.

— THESE GOODS ARE WORTH MUCH MORE —

HAVE YOU SEEN THE
"SWIFT" TROUSER PRESS which can be manipulated with the utmost ease and will pack into a suit case or bag?—price \$12.50

ERVEN LUCAS

BOLS
LIQUEURS

ARE THE BEST THROUGHOUT THE WORLD

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CALDBECK, MACGREGOR & Co., Ltd.

15, Queen's Road, C.

Telephone 75 Central.

PERSONAL ACCIDENT & SICKNESS INSURANCE

NEW & ATTRACTIVE POLICIES

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MODERATE PREMIUMS
WRITE FOR PROSPECTUS

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ACCIDENT DEPARTMENT

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St. Georges Building, Hongkong.

THOUGHTS ON LENT

By the Rev. G. R. Lindsay, M.A.

The keeping of a fast before Easter can be traced back to the Fourth Century, but it was not until the Seventh Century that forty days were fixed as a period for this form of self-discipline. These forty days are sometimes said to be in memory of our Lord's fast in the wilderness. This was not so at first, though it may have been later on.

In the book of Common Prayer, which was drawn up in 1562, Lent is included in a list of days of fasting. How the fast is to be observed is left to the individual conscience, and very wisely, because Christianity is a faith not of rules, but of principles, which each age and each individual must apply to the conditions of the time.

It is a remarkable fact that even the highly legal code of Judaism enjoined, but one compulsory fast. Our Lord certainly sanctioned the custom, and laid down certain principles to guide us. Fasting was to be observed cheerfully, unostentatiously, and was appropriate at certain periods only. He was no advocate of asceticism. He came "eating and drinking."

Fasting, as ordinarily understood, means abstinence from food and from certain forms of pleasure that appeal to the senses. It is believed that by subjection of the body, the spirit is strengthened.

In Puritan days the spiritual value of fasting from food was fully realised, and in these more or less luxurious days for most of us in the East, a form of abstinence might well prove a check to the increasing encroachment of materialism. Christians need to be on their guard. We have renounced the false asceticism of a past age, but the pendulum has swung too far in the other direction. Lent is not recognised in vain, if it calls a halt to many, not for forty days only, but for life.

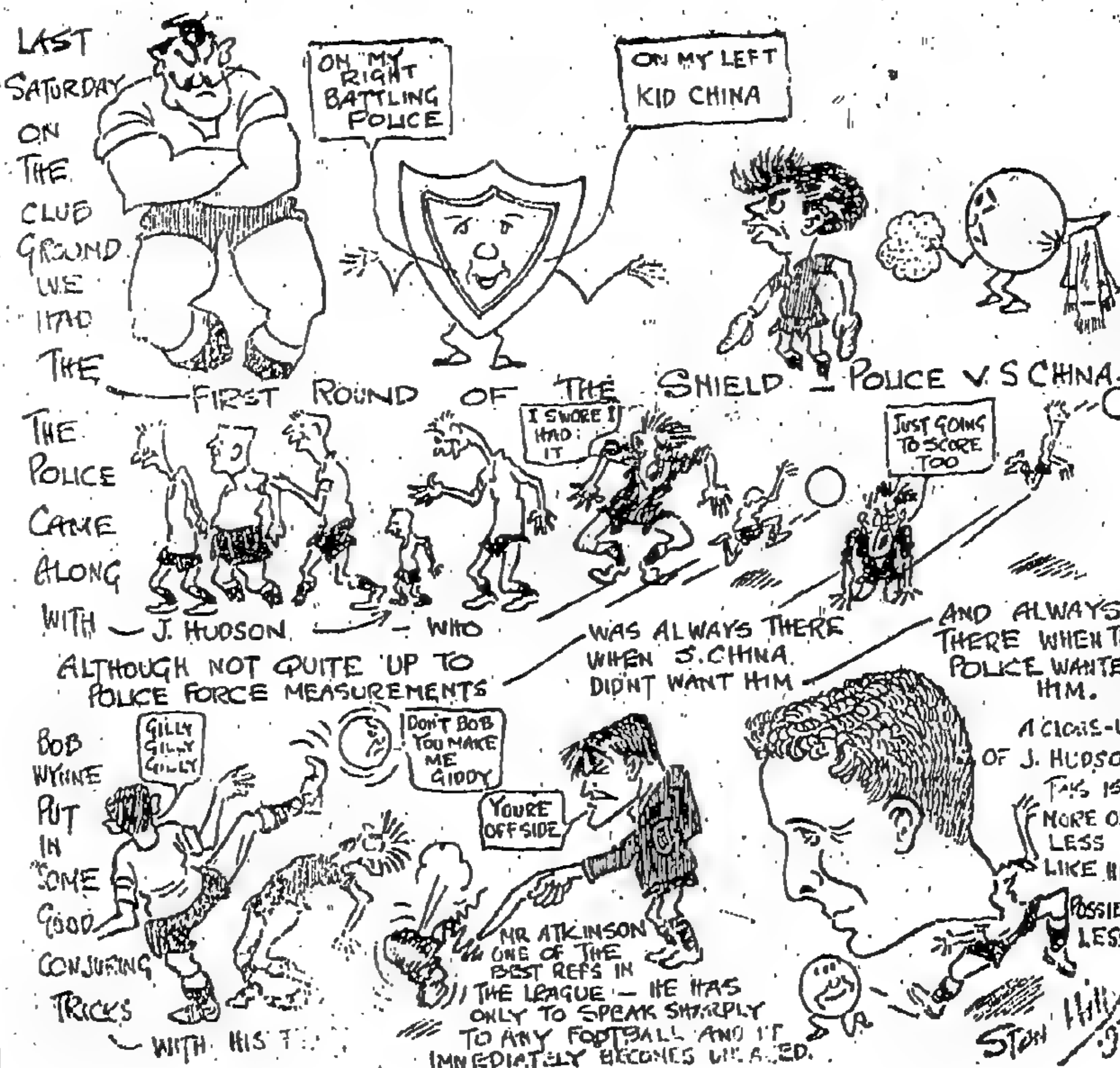
This view of fasting is true as it goes, but it has a much deeper significance. Fasting is a symbol of tremendous import. It represents an attitude of detachment from the things of time and sense. What we need concerning food and drink, and pleasure and business, is the resolute determination to be above them, and not to be in bondage to them. "I will not be brought under the power of any," said St. Paul. The Bible always links fasting with prayer.

"Here from the world we turn.
Jesus to seek."

The New Testament knows nothing of detachment without attachment. Lent is therefore a call to prayer, definite, painstaking, regular prayer.

OUR FOOTBALL CARTOON.

(By Stan. Hill)



SOUTH CHINA MEET POLICE.

For your floor—furniture—and every domestic article requiring a stained and varnished finish

"Wilheyela" Oil Varnish Stains

IN

Oaks—Walnut
Mahogany—Satinwood
Rosewood—Ebony Black

Can be applied by anyone.
Always reliable, never sticky.
Non-poisonous and Durable.

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QUINCIN

THE RAPID CURE FOR

"COLD IN THE HEAD" INFLUENZA, CATARRH.
An occasional dose "Nips in the bud" the incipient Cold.

Prepared only by

THE PHARMACY

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Crookes Glasses
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Bifocals.
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at all kinds especially for
ship-building and engineering
work. Complete stock.
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petitive prices.

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**Hand and Electric
MASSAGE**

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**GREEN ISLAND CEMENT
CO., LTD.**

FORTLAND CEMENT

In Cask of 375 lbs. net.
In Bags of 250 lbs. net.

SEWAN TOMES & CO.
General Managers,
Hongkong.

**Your Hat
Dry Cleaned
For \$1.00!**



SEND YOUR OLD HATS
ALONG TO US AND SAVE
THE COST OF NEW ONES.

The International Co.,
10, Wyndham Street.

SALE!

Gent's

Felt Hats

Fine Quality

and

Latest Style

\$2.95 & \$3.50

GENT'S

RAIN COATS

A NEW SHIPMENT

JUST ARRIVED
EXTRA GOOD VALUE
at \$8.75

SILK

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TIES

At Prices

You will like

50 Cents each

OVERCOATS

We have a

number of

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to be cleared

at \$9.75 each

EXTRA SPECIAL

Prices on

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See them at the
"MONEY-SAVING
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23 WYNDHAM STREET

MRS. H. MORITA.

MASSAGE HALL

MRS. S. UZUNOYE

Expert Masseuse

37, Queen's Road, Central,
2nd. floor.

CHINA'S CURSE.

THE UNIVERSAL "SQUEEZE."

Under the above headings, Sir Percival Phillips writes as follows to the London Daily Mail:

British trade in China is suffering from a variety of complaints, ranging from the disease of Bolshevism to civil war complicated by such characteristic Chinese symptoms as brigandage, blackmail, and the paralysis of railways.

These interwoven enemies of foreign commerce are in themselves sufficiently formidable, but still more trouble looms ahead for the harassed British trader if his forecast of the new Customs regime proves correct. He sees himself at the mercy of an age-old power which has successfully defied all opposition—the traditional, all-pervading practice known as "squeeze."

Putting aside the "Die-Hards," who would maintain the ancient and obviously impossible relations with China which were established early in the last century, there remain a large body of sound, hard-headed business men who, while sincerely anxious for the re-organisation of these relations, so as to conform with the altered conditions of our times, see only disaster ahead if the present safeguards surrounding foreign commerce are swept away before China is capable of replacing them by an equally sound system of control.

And they ask pertinently, "How are you going to deal with the system of 'squeeze'?"

"Taking Your Bit."

"Squeeze" is known in Great Britain as illicit commission. In China it is a perfectly legitimate method of "taking your bit." Everybody does it. The house boy who runs the kitchen may be a paragon of honesty but on every purchase he gets his "squeeze"—paid by the purveyor. The minor magistrate who decides a lawsuit has his "squeeze," and no one thinks any the worse of him. On all Government contracts there are "squeeze," ranging from the fat cheque paid to the "man at the top" down to the handful of silver dollars arriving eventually in the lap of the foreman.

What is crudely described in Western countries as bribery is in China merely "squeeze." It is frequently blackmail as well. From time immemorial all State servants have taken their bit—often a good bit. Government revenue is a never-failing source of wealth. Taxes arrive so far, and often no farther. Peking is complaining bitterly at the present time that they never arrive anywhere.

Every local war lord is milking the territory momentarily in his grasp for as large a "squeeze" as the grasping merchants and landlords can be made to produce. Taxes have been imposed in some districts for 1930 in order to extract fresh "squeeze."

Foreign merchants know to their sorrow that it is only possible to get goods through to certain parts of the country by paying several sets of officials, thereby wiping out their legitimate profits. Fortunately the Customs Service has been free from "squeeze" owing to the antipathy of Westerners to this form of livelihood.

If the Chinese Control Customs.

What will happen when it is handed over to the Chinese?

Let the British business men in China answer in chorus:

"Squeeze" will be a rampant vice. Underpaid Government inspectors will be expected, as always, to eke out their salary by private pressure on trade. Fines, confiscation of cargo, interminable delay in shipment, vexatious inquiries—the methods open to agile Customs officials are innumerable.

"Pay or lose" will be the motto. It is manifestly impossible for any Central Government—provided there is one—to make "squeezing" a punishable offence, or to enforce such punishment if it did. Discrimination between nationalities will be inevitable. The country whose agents show the greatest willingness to be bled will receive the lion's share."

The history of the Government-managed railways does not yield much comfort for foreign business men. It is a history of consistent "squeeze" resulting in the disappearance of revenue, before it reaches Peking. Local Governor, and more latterly local bandits, have looted the system of receipts and refused to relinquish sufficient money to enable the lines to be kept in repair. "Armies" are transported free. The country is strewn with broken wagons and derelict locomotives.

ENGLISH POETRY.

BELGIAN PROFESSOR'S
VERDICT.

"English poetry is the greatest poetry of the world, and Swinburne and Browning are the most interesting poets of the last half of the nineteenth century."

So declared Paul de Reul, professor of English philology and modern literature in the University of Brussels, in a lecture on "Swinburne" at Houston Hall, at the University of Pennsylvania.

Defending the English poet from frequent charges that he is "fleshly," Prof. de Reul declared:

"To me Swinburne seems to lack flesh, often, instead of being fleshly. At bottom he often is too abstract, rather than too sensuous. There is in him a white heat and passion for beauty that purifies everything."

Swinburne's Animalism "Absurd."

"There is in Swinburne an animalism against the higher issues of the spirit," once wrote Edmund Gosse, author of what Prof. de Reul termed "the best biography of Swinburne."

"I quoted those words to Swinburne, on his seventieth birthday," related Prof. de Reul. "He burst into thundering, Olympian laughter."

"Now, isn't that too funny!" exclaimed Swinburne. "The accusation is so absurdly beside the mark! But—the wave of Philistinism is retiring."

"Swinburne led a sensible campaign for the liberty of art—then threatened," went on Prof. de Reul. "Is the requisite of art to give no offense? Is the domestic circle to be the limit of art?"

"In no other poet does English seem to a foreigner so full, rich, pure and melodious as in Swinburne. Before him, English was inferior to German for poetry. It has too many monosyllables. English says love, dove, rose, sun, but German says liebe, taube, rose, senne, and the extra syllable gives a natural rhythm. English is lacking in pure vowels—think of the word cat, for instance! Compared with Italian, English is crowded with an overgrowth of consonants."

"Swinburne's Glorious Music."

"But some English poets learned to put monosyllables in groups. And Swinburne disciplined the consonants by alliteration, using it so constantly that it ceased to seem artificial. His alliteration is a humming accompaniment to his rhythm. He ranks with Victor Hugo, Shelley and Goethe among the best rhythmists. In finer shades of music he is unrivaled save by Shelley. We can't do without Swinburne's glorious music—no more than we could do without Wagner."

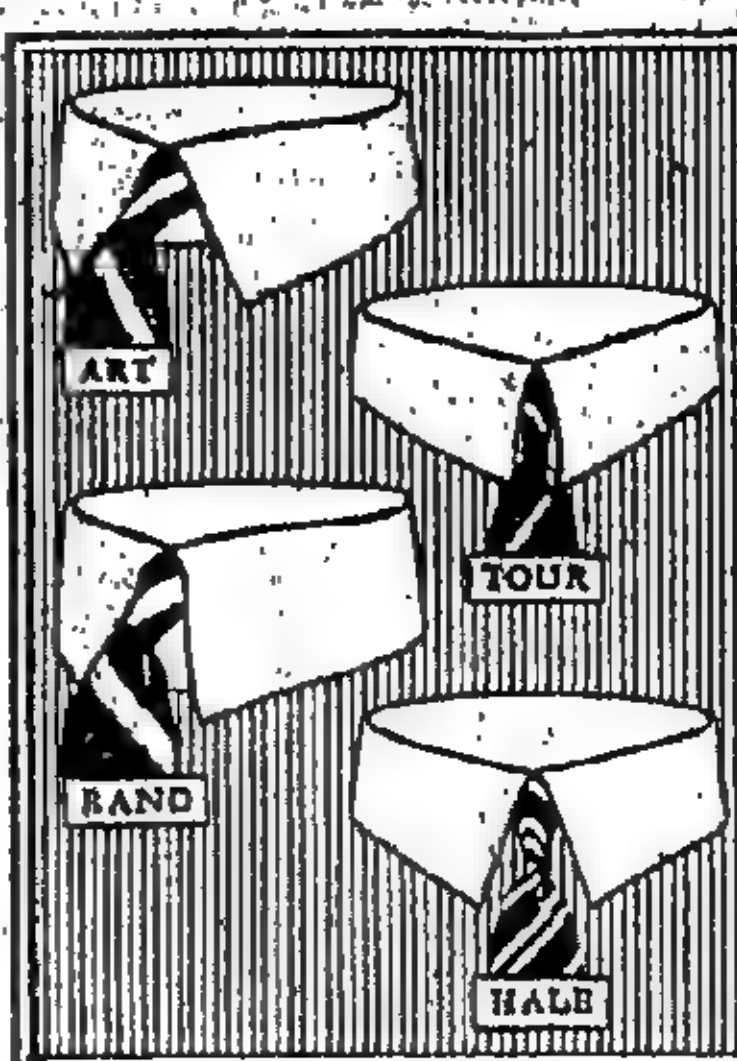
There are woes about being translated, declared Prof. de Reul.

"Once I wrote, in French," he said, "that Swinburne's high, bald forehead had the luminosity of alabaster." And the translator rendered that, "Swinburne looked like an old albatross."

Stettin, Germany.—Seldom has the imagination of Baltic skippers and sailors been inflamed to such a degree as by a story brought here by an old Finnish sea-dog, on his way from Amsterdam to Hornosand, Sweden, who asserts that he has been charged by men believed to have been dead since November to bring greetings to the home folk and tell them that they are now pirates coining big money. The Finnlander declares that they transformed the Swedish schooner Rapid, believed to have been sunk in November, into a buccaneers' vessel. A veritable pirate chase is to start on the Baltic, as every steamer and sailing vessel is on the lookout for the sea raider. Since the visit of the Finnish skipper here, various other seamen assert they have seen the vessel, which, despite its partial reconstruction and camouflage, they recognized as the Rapid.

At the time of writing five-sixths of the railway system is used only for troop movements. The warehouses at Shanghai, Hankow, Tientsin, and Nanking are filled with British goods which cannot be moved because of the paralysis of all communications. It will take years to put them right.

China wants to control her Customs. Will she be able to do it better than she has controlled her railways? And, if so, will she be able to abolish "squeeze"?



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HEARD AT THE CINEMA

HE: "WHICH CHOCOLATES DO YOU LIKE DEAR?"
SHE: "WHY, KOHLER'S ROYALTY IF THEY HAVE THEM."
ATTENDANT: "CERTAINLY, MISS, WE ONLY HAVE 'THE BEST'"

WOMEN'S INTERESTS

HEARD AT THE MATINEE

CHILD: "CAN I BUY SOME CHOCOLATE MUMS?"
MOTHER: "YES, YOU CAN IF IT'S NESTLE'S"



At the left, is seen a dinner frock in two tones of beige and cream crepe roma; while on the right is pictured a bouffant white tulle frock for evening wear.

CHARM AND YOURSELF

What is charm? Who can define it? The dictionary says it is the "ability to please," yet charm is far more than that. It is an indefinable, elusive sort of thing for which everyone strives, yet which few really possess. Sarah Bernhardt, whose charm is immortal and about whom volumes have been written, once said that "charm is the ability to be one's self at all times and in all circumstances. When you are yourself," said the immortal Sarah, "then you are truly somebody, a personality with a raison d'être peculiar to no one else in the world. But when you try to be something else, then you are neither yourself nor the person whom you are imitating." The truly great are always very simple. It is only to conceal the lack of some essential quality that one hides behind the mask of ostentation.

NECKLINES.

A prominent Parisian dress-maker is showing a new neckline for dresses and jumpers. It is a band of crepe de chine, narrow at the back and wider at the left side of the front, where it ends either in a "jabot," or an inserted band with buttons and buttonholes, or else it is finished simply with a two-headed jade-green pin.

The effect is that of the famous "apache" scarf, which the designer has rendered fashionable. The other necklines a la mode are the "V," the heart-shaped "decolletage," and the square, which no one ever seems to tire of. The "bateau," we may consider dead.

The very newest decolletage, by the way, is that which is very high in front and cut down pretty low at the neck—this for daytime wear, if you please! There is also, of course, the high collar, accompanying long, close-fitting sleeves.

This last is very popular just now.

A NOVELTY WRAP.

A novelty garment is the occasional wrap of Chinese brocatel crepe. This is a self-toned, figured, heavy, but exceedingly supple, silk crepe, in many beautiful shades of yellow, green, and blue.

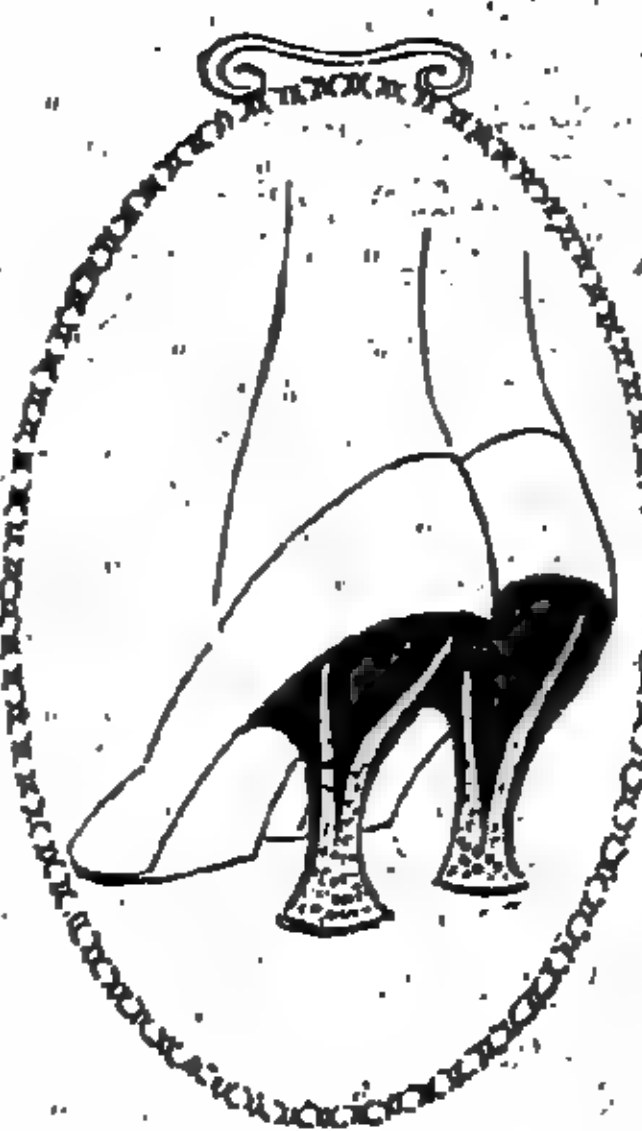
Coats made of this fascinating Oriental stuff suggest the Mandarin coat in their lines. They are three-quarter length, straight and loose.

They are lined with velours, kasha, or thin furs, such as gazelle and baby leopard. They are seldom trimmed with fur, but are finished at the neck with a scarf of the crepe that winds twice round the neck and falls over one shoulder.

EVENING SHOES.

There are no hard and fast rules about evening shoes. However, it would seem that the favourite pump is to be deposed in favour of rather a complicated cut-out sandal design. Made of satin or panne to match the gown, this has ample opportunities to be decorative, with crystal covered strap and cabochon.

Another much sought after design is a plain shoe with a vamp worked with semi-precious stones. Jewelled buckles and cabochons are found in unexpected places with a matching design carried out in the heel. Very much cut-out and strapped shoes must certainly be a concession to the enthusiastic dancer, who found nothing more comfortable than the plated gold or silver tissue model of last season. These are being repeated in plated brocades or satin.



On this pair of satin pumps, rhinestones are arranged in a sunburst effect. The toes are absolutely plain. The vamps are very short.

IRIDESCENT SHOES.

Iridescent shoes are not exactly a novelty, but to-day there is a positive craze for them. A curious lacquered kid that is dark in shade, but glows with blue and green and rose reflections when the light falls upon it, is a favourite.

If possible, the attractiveness of footgear grows in Paris. Every possible kind of leather is used. Dyed and cut and painted, encrusted, carved, treated in innumerable ways, to get new effects. All are very light.

Printed velvet is one of the loveliest of fabrics, for afternoon and comes in the most lovely and subdued combinations of colours as well as the harder and more striking effects.

CUT GLASS.

Cut glass is a special English manufacture, and very valuable. Great care is needed in cleaning it. Use warm water, to which has been added a few drops of ammonia. Rinse carefully in plenty of water.

Brush each piece with a soft brush, dipped in whiting, then wash the whiting off with repeated rinsings.

Drain for a little, but not long enough to let the water dry on.

Dry with a soft cloth, polish with an old linen cloth (old table napkins do very well for this purpose) or tissue paper.

Fine old cut glass often gets dark with age, but the above treatment, though troublesome, will restore its brilliancy.

FASHION NOTES.

Some handsome pins furnish decoration for the shoulder. These serve no purpose in particular, except to secure one end of a scarf. They are shown in lovely shapes of onyx, and crystal, jade, amethyst, and rose quartz. Some, of course, are set with genuine stones, to be worn with afternoon and evening dress.

Chic little ornaments of this sort are designed in the various sports patterns, jockey caps, riding crops spurs, and bridles. A pair of gold and platinum Mercury wings forms one of the newest things from a Parisian designer, and these are reproduced in gilt, to be worn on gold lame evening slippers.

Arrows, birds, wide winged insects, and, lately, classic heads, in metal or carved stones, are shown among the handsome ornaments.

THE WAISTCOAT.

With regard to the tailored suit, there has been no waistcoat seen this season that can compare for chic with one made out of the sum checked linen used for dish towels.

A woman noted for her smart clothes appeared one day in London faultlessly dressed for the street. She had on a double-breasted waistcoat, the line of which could just be distinguished beneath the single-breasted coat, which, on closer inspection, proved to have found its origin in the humble dish towel.

The weave of this linen is exactly the type for tailored wear, and a narrow thread line of blue or red which makes the 2-inch check, gives just the proper note of colour.

THE POLO SWEATER.

Paris has taken up the polo sweater with enthusiasm, and devised a variation—two-piece dresses on the same theme, with frankly "grecian" lines, that is proving a great success for morning wear.



Jewels are superfluous with this frock for evening wear as the velvet flowers at the waistline offer the necessary dash of colour.

WOMEN MEN LIKE.

[BY A MAN.]

To like and to love are different indeed. The woman whom a man loves and marries appeals to his individual idiosyncrasy, but the other women that come into his life stand or fall according to their appeal to the eternal masculine in him.

In love, then, each case is unique, and it is very unsafe to dogmatise—but as regards mere liking there is more uniformity, and some generalisation is therefore possible.

The quality that a man most likes in woman in general is neither sympathy alone, nor candour—but something between the two.

The girl who is nothing but sympathetic, who answers "yes" to everything he says, soon bores a man. She never surprises him. She never makes him think. Her influence is narcotic. A man grows flabby on unseasoned sympathy.

On the other hand, the woman who boasts of her candour is often really cruel. She speaks where silence were kinder. Her words, often rankle. She rides rough-shod over the secret yearnings of a man's soul. No wonder, then, that those yearnings are henceforth hidden from her!

But the woman who can drive a middle course is always popular with men—and good for them! The middle course is ever the hardest, but it is so worth while. Such a woman neither fears to vouchsafe an opinion of her own, nor delights in disputing those of others. She is neither demure nor domineering, neither selfish nor selfless.

She is sympathetic enough to be kindly, but she is also honest enough to be herself—that is the secret. All her thoughts and opinions are distilled from a heart warm with love of her fellows through a mind which is her own.

Coloured with her own personality as her opinions thus are, they come, fresh, provocative, stimulating—and a man likes to be pleasantly provoked. He enjoys the society of the girl who sometimes gives him a new idea to ponder, who sometimes challenges the accepted attitude to life, and who yet sympathises with his own canons and creeds.

He knows that a man who is left in a rut does not gain much happiness there, becoming bored and ineffective instead of enthusiastic and virile.

On the other hand, he finds too much argument wearisome. It savours of pose and insincerity,

or lack of humour, or selfishness and egoism.

Hence he likes the girl who can express her very own opinions, with kindly tact; who can challenge, without overweening candour; and who can listen, with sympathy. Who can, in short, steer between too ready assent and too ruthless dissent.

THIS WEEK'S RECIPE.

FIG AND APPLE PIE.

Wash 1 lb. of figs and stew them very gently with 3 ozs. of sugar and half pint of water for about 1½ hours. Put them with the syrup into a pie-dish, add 1 lb. of sliced apples, weighed after peeling and coring, cover with short crust pastry and bake in a fairly hot oven for about 30 minutes. Test the apples with a skewer and if not quite soft let the pie-dish stand on the top of the stove for a few minutes.



It features a flare all around does this slim frock that buttons over to form a long V-neck. Points at the end of the bodice introduce the circular skirt. A collar and vest together with lace for sleeves add a dainty touch. Black satin with white lace makes the frock.

A MEMORY BOX

Every young housewife, who previous to marriage spent her time in a commercial office, knows the value of the card index. When things are on the file it is impossible to forget.

This indexing system can be applied with great success to matters domestic, and for the purpose there is nothing so useful as the "Memory Box," which is the production of a large firm of filing equipment manufacturers. It is a convenient cardboard box with let-down front and fitted with the usual guide cards behind which go the filing cards. There is an index pasted in the lid and the guide cards are marked with days, months, numbers, &c., and completed with the calendar for the year. Five minutes a day spent on this file will furnish a complete kitchen diary, and used thus, no housewife would ever have to confess that she "forgot."

WASHING NET CURTAINS.

Net curtains, which are so much used now, are very easily washed at home.

Shake them well to get rid of loose dust, and steep them in cold water to which has been added a little borax.

If they are very dirty and smoky, change the water two or three times.

Squeeze, do not rub, in two warm soapy lathers, rinse thoroughly, and add a little starch to the blue water, say one part starch to three of water.

When making the starch, break one tablespoonful with three of cold water, add half a teaspoonful of borax, a little wax, and enough boiling water to make the starch transparent.

Wring very evenly, partly dry, and roll the curtains up in a towel for an hour or two.

Iron on the wrong side lengthways, and air carefully before putting away.

If the colour needs refreshing, add a little tinting to the starch water, pale pink, for example, is helped by a decoction of logwood; for ecru colour, mix the starch with coffee, for "Paris" shade, with tea.

NOVELTIES OF FASHION.



Here's one of the first Easter hats. Small hats will continue to prevail, and the turban effect is expected to be widely popular.



This earring, and hair cut for its advantage, has been introduced by an American hair dresser. The decoration hangs from the hair, but is attached to the lobe.



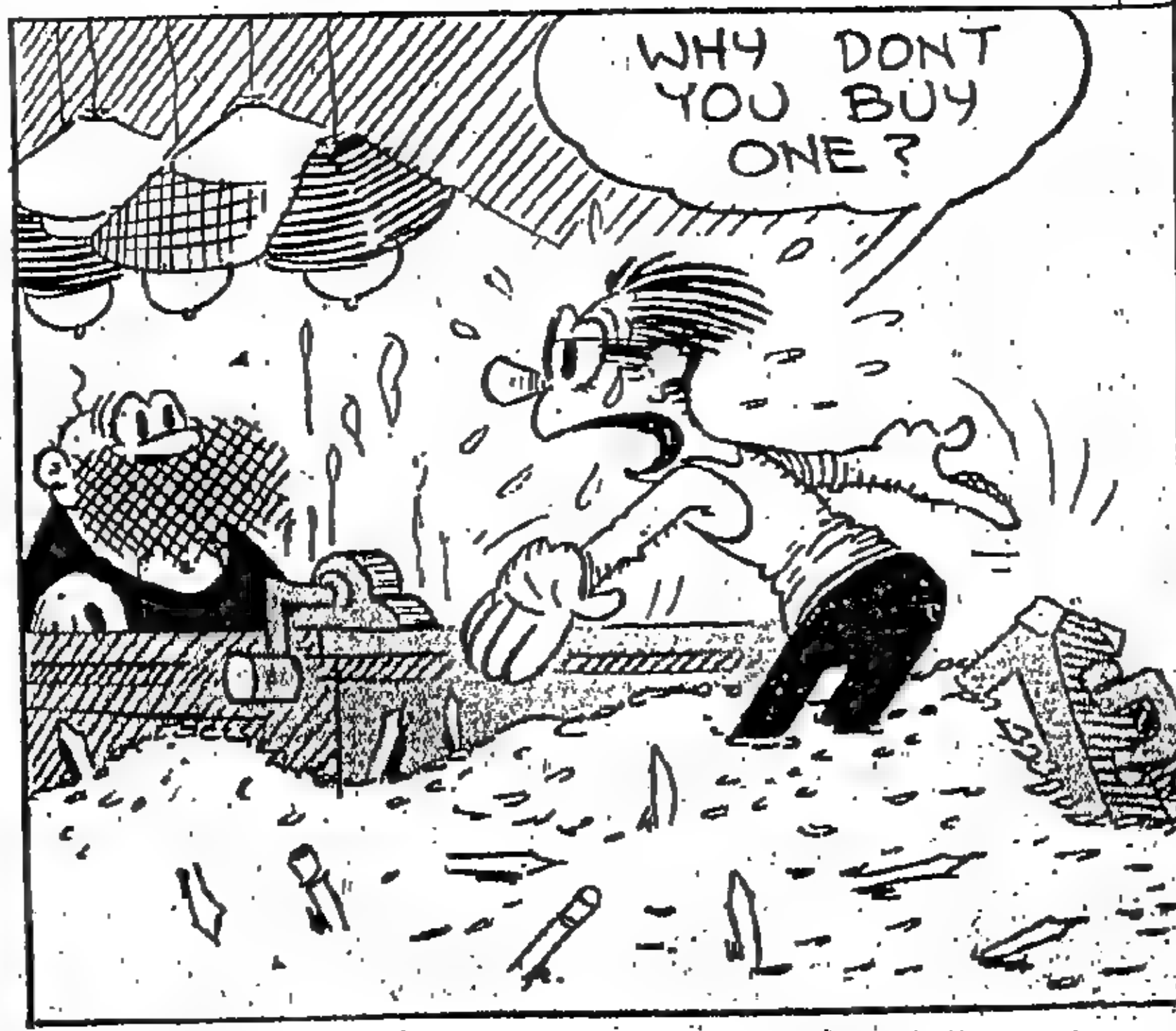
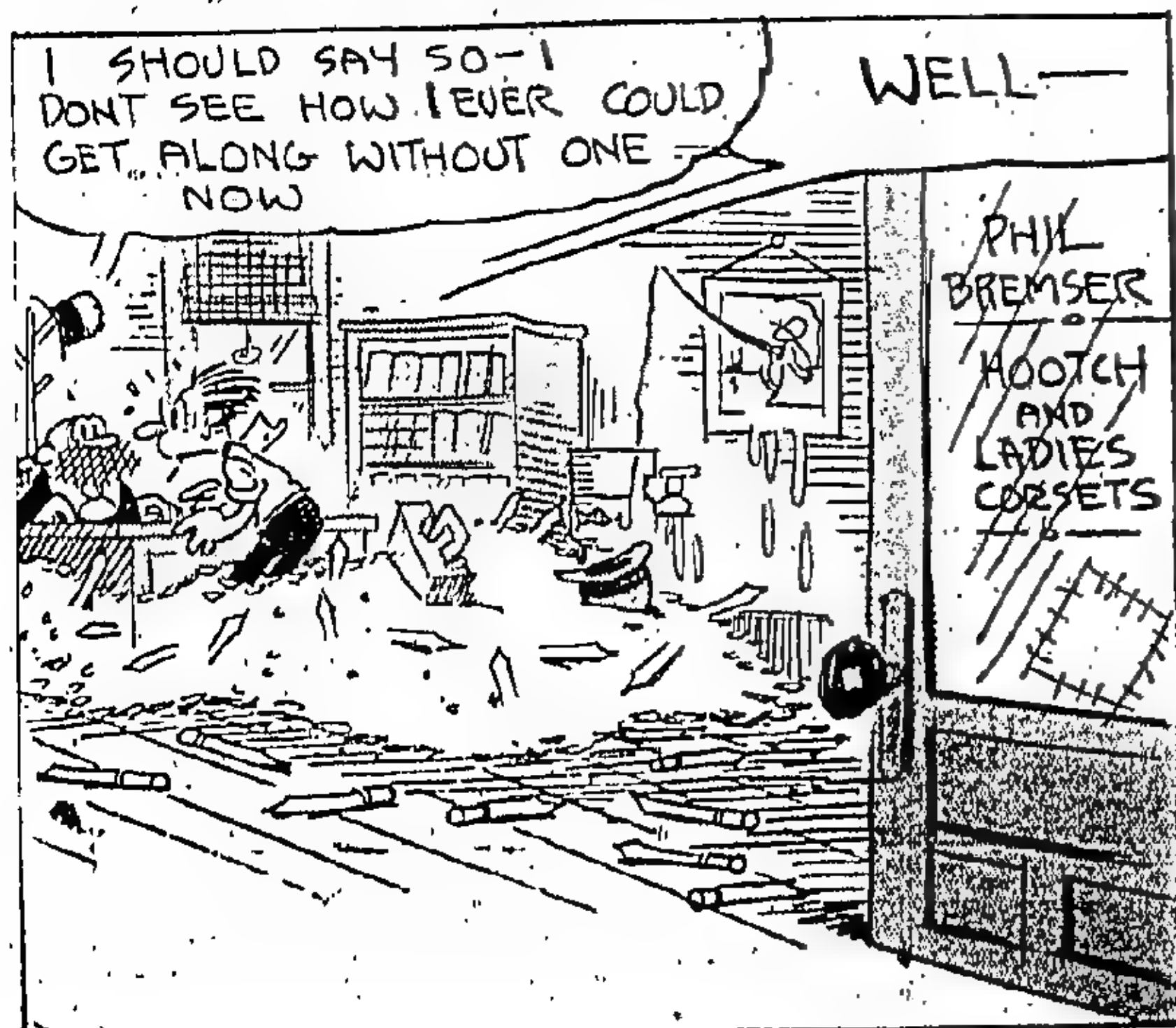
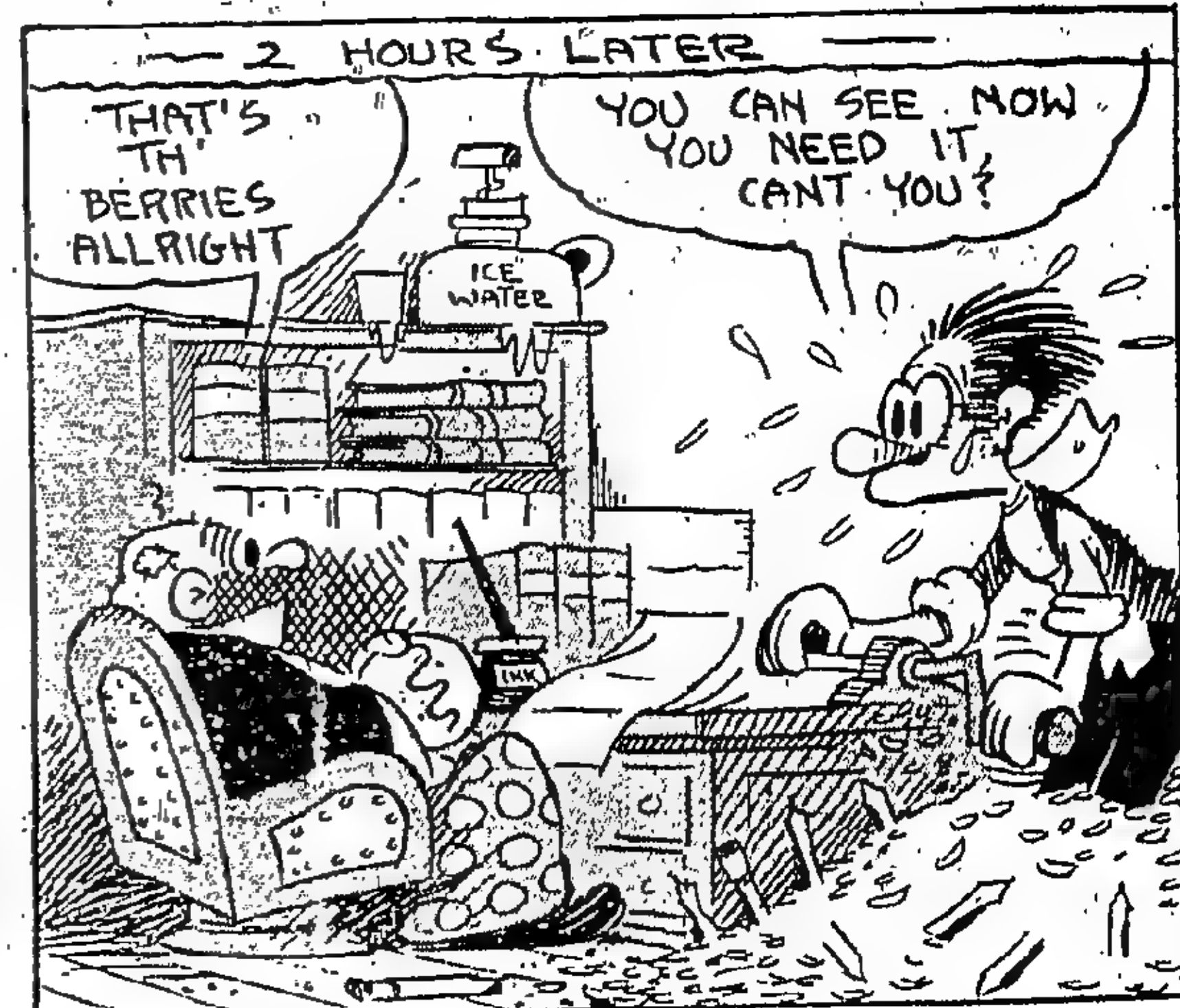
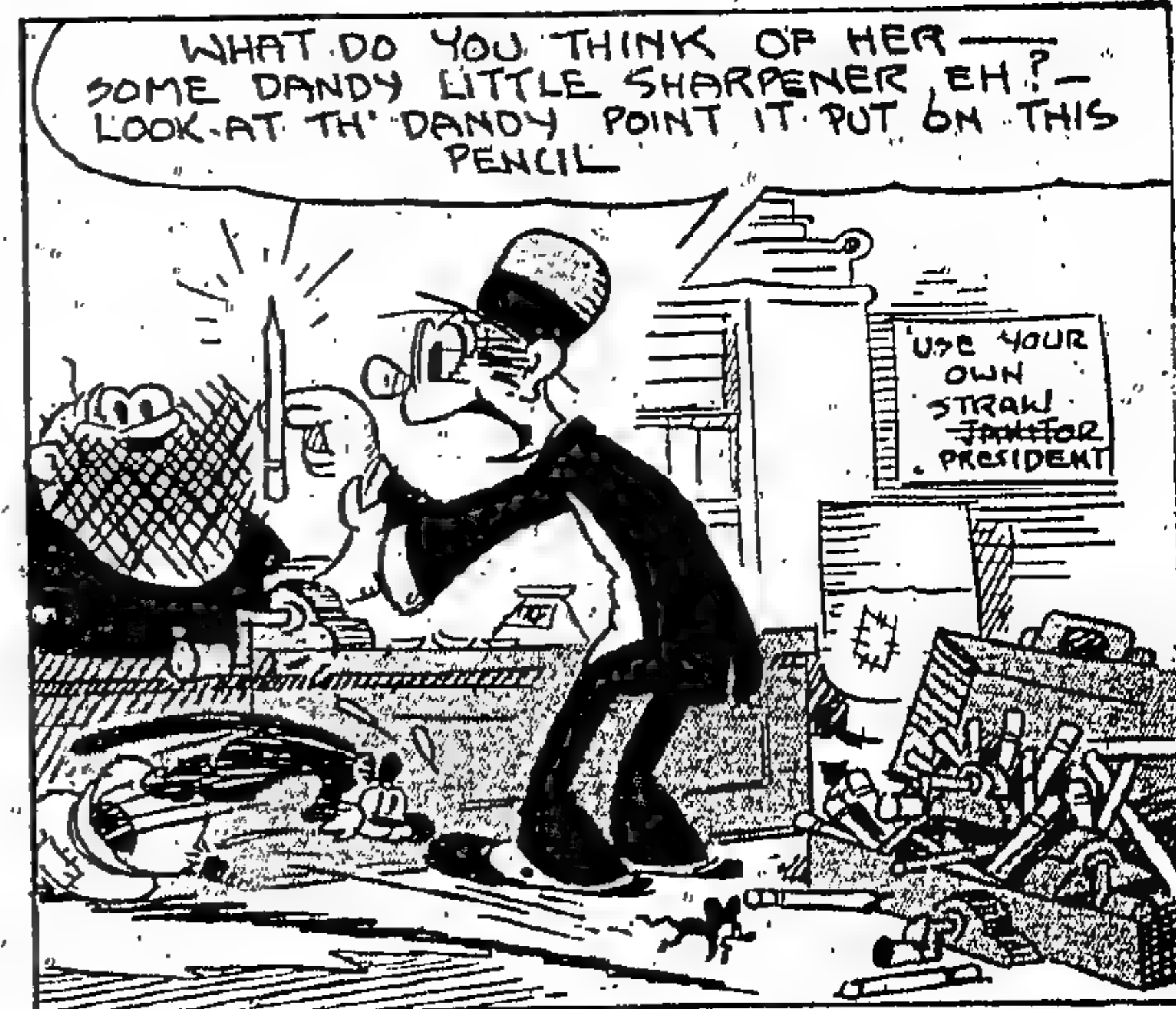
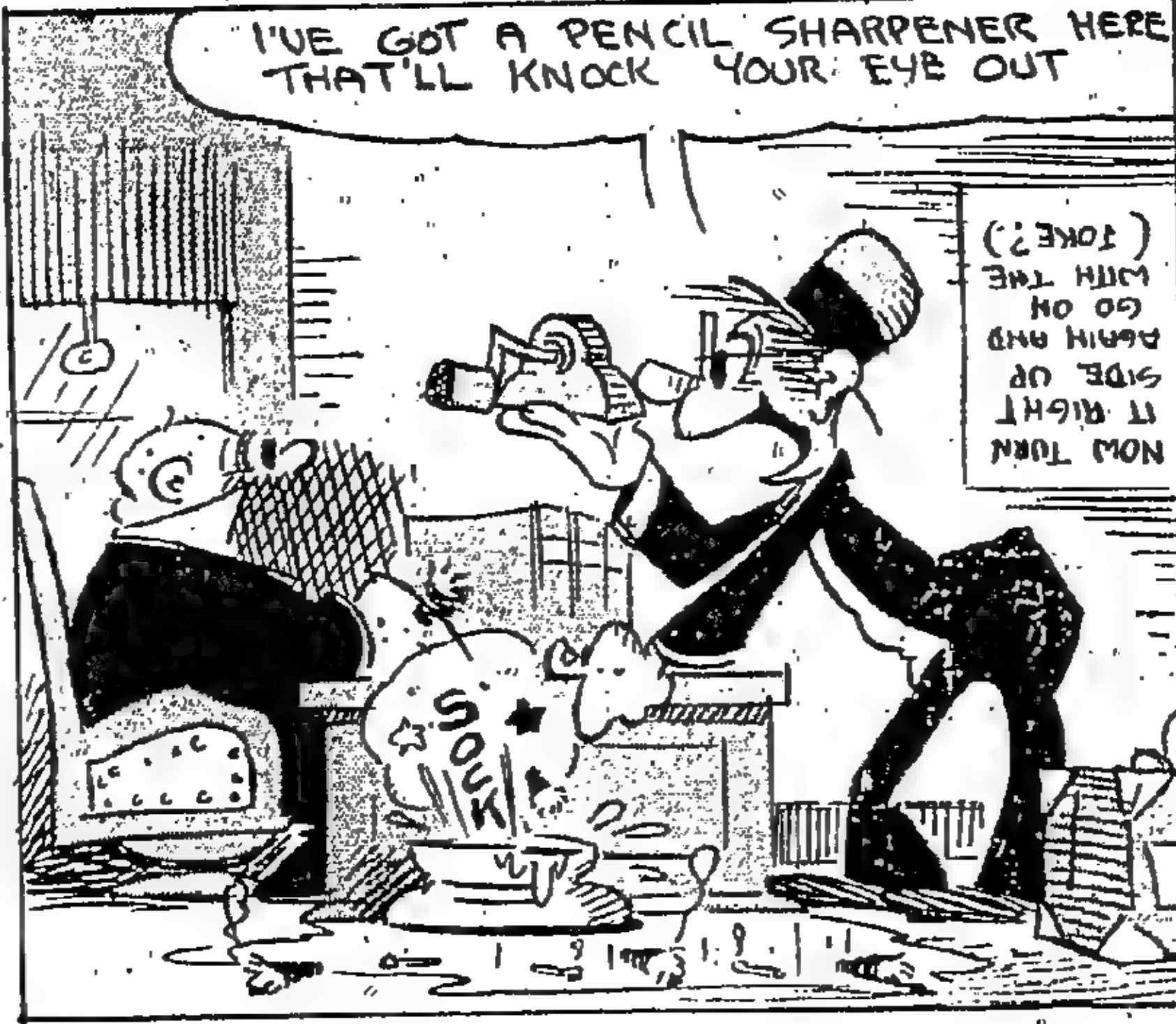
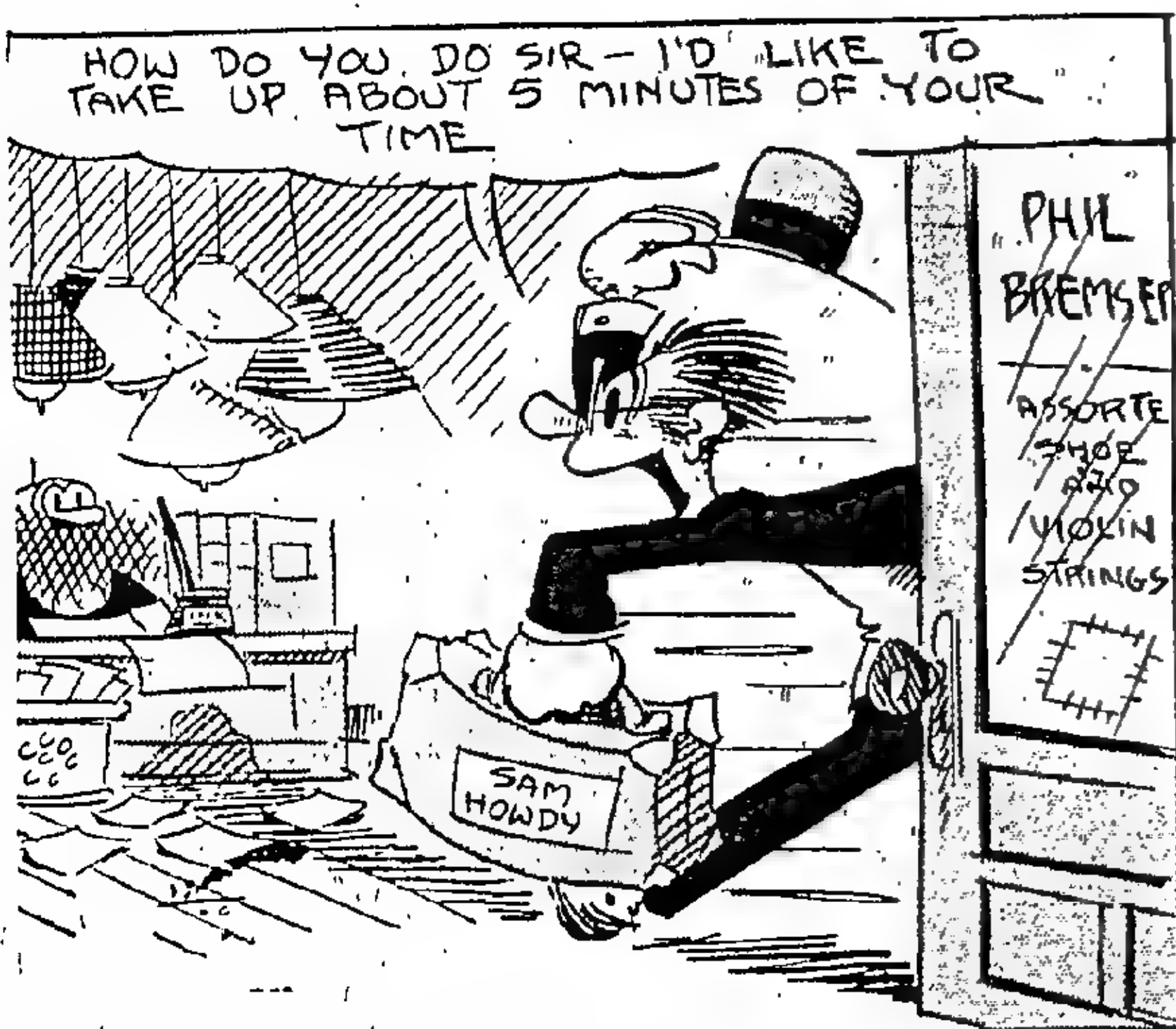
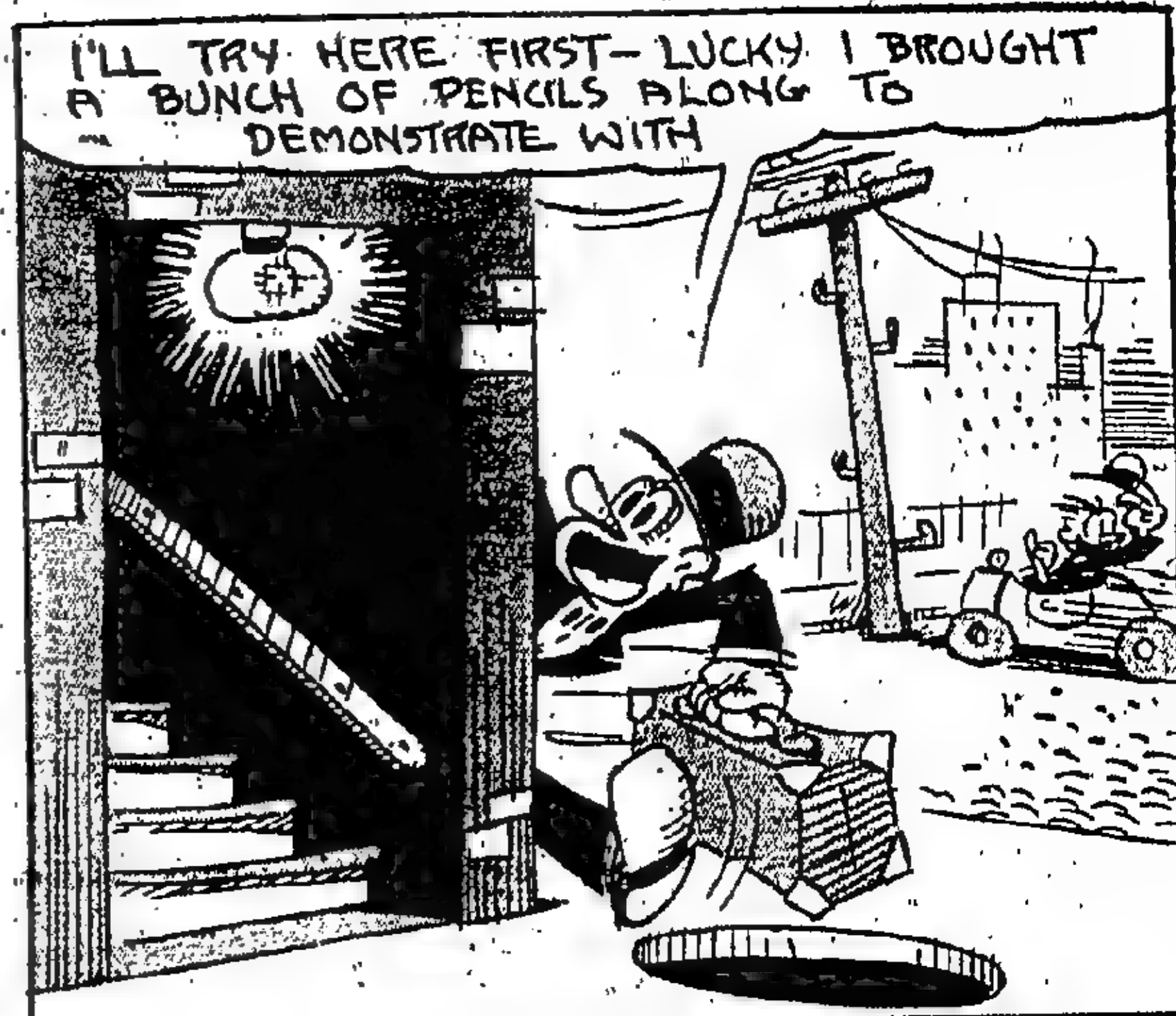
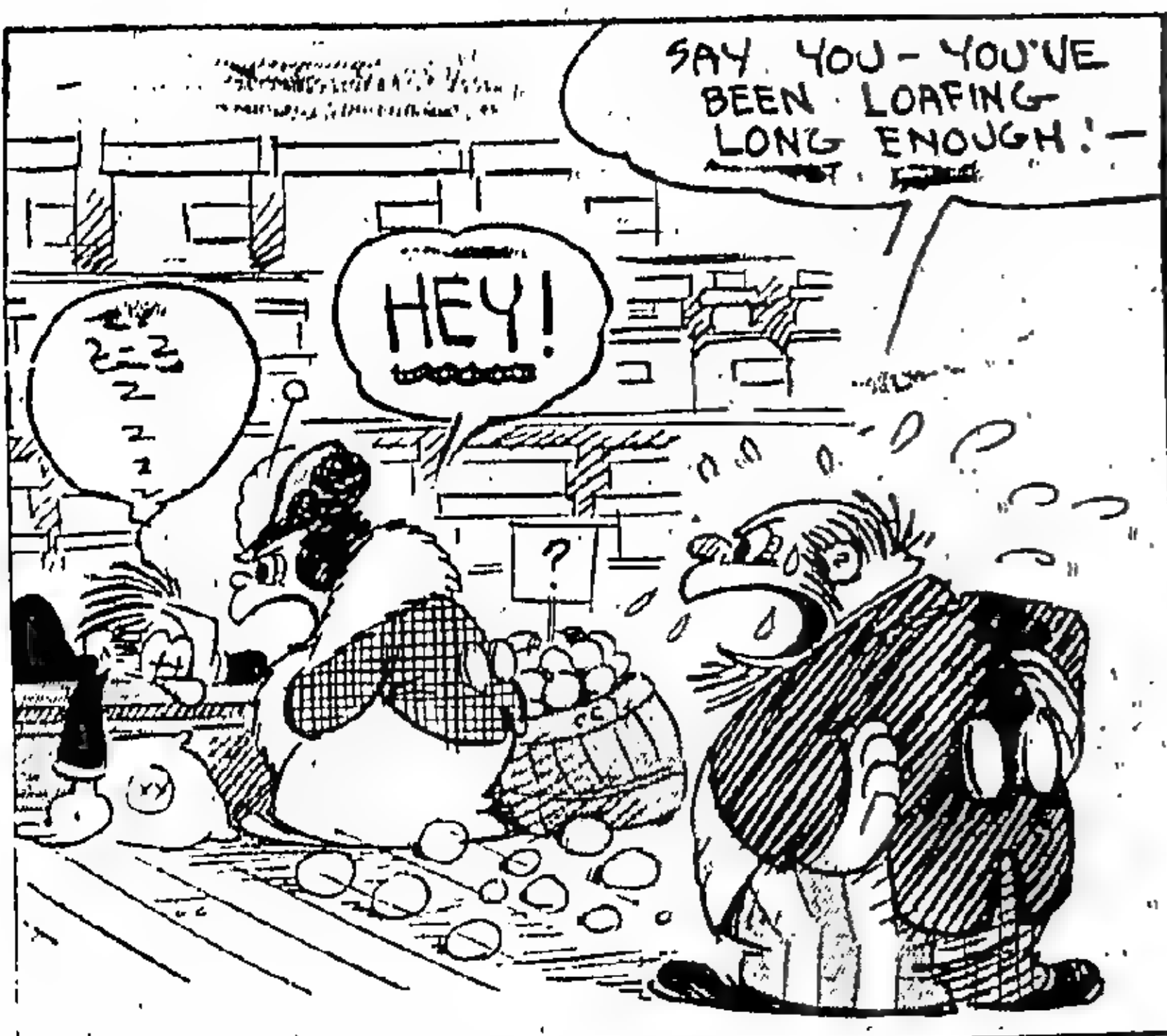
This baby leopard shoe—which, of course, can match anybody's coat—is the latest offering from Paris. It has recently made its appearance in America.



Here is another fetching Easter hat, presenting again the dominating cup effect. This shape can be worn by almost any woman.



Paris designs a new decolletage that is very differently low while it gives the appearance of a demure neckline by the clever arrangement of beads. Emerald-coloured sequins combined with gold beads make a very rich pattern on black net. The frock is worn over a metal slip.



CHINA FLEET SPORTS.

HAWKINS REPRESENTATIVES
FINISH WELL ON TOP.Lt. Nicholson Most Successful
Competitor.

The China Fleet athletic sports were held yesterday at Sookunpo, when there was a large gathering of naval men of all ranks. There were excellent entries in all events, and each provided much interest.

At the close, the prizes were presented by Mrs. Raikes, wife of Captain Raikes, D.S.O., of H.M.S. Titania, president of the sports organisation.

Vice-Admiral Sir Alexander Sinclair, K.C.B., M.V.O., in a short speech, said that there had been little chance for the men from the various ships to get together owing to the disturbed conditions, but he hoped times would be better by next year, and that they would have an opportunity of preparing beforehand.

He suggested that each ship should adopt its own colours, thus facilitating the identification of the various teams and individual competitors.

Hawkins Success.

The Commander in Chief's Challenge Cup was won by the Hawkins, and they also secured the championship. The Titania Marathon Cup also went to the Hawkins, together with the Aggregate Cup.

Lieut. Nicholson (Hawkins) won the Individual Cup, securing most points in yesterday's events.

The results were as follows:

100 Yards. Men under 30.—1, A. B. Minns (Hawkins); 2, A. B. Titmus (Tamar); 3, Boy Plows (Hawkins). Time: 11 4/5 secs.

880 Yards. Open.—1, S/Lt. Newnam (Durban); 2, Mid. Fordham (Durban); 3, Mid. Smythe (Hawkins). Time: 2 minutes 11 1/2 secs.

Long Jump. Open.—1, E. R. A. Florence (Titania); 2, Mid. Farquhar (Despatch); 3, L. A. C. Lucken (Vindictive). Distance.—17 ft. 5 1/2 ins., 15 1/2, 15 1.

Hurdle Relay Race, 120 Yards. (Teams of Four).—1, Hawkins "A"; 2, Vindictive; 3, Durban. Time: 1. 14. 4/5.

Putting the Weight.—1, Mne. Walker (Hawkins); 2, P. O. Cowley (Ambrose); 3, A. B. Valler (Hawkins). Distances.—34.4, 33.2 1/2, 31.5.

440 Yards. Open.—1, Lieut. Nicholson (Hawkins); 2, Mid. Bradbury; 3, Lieut. Bromie (Titania). Time: 55. 4/5 secs.

Boat Race.—1, Hawkins "B"; 2, Hawkins "A"; 3, Vindictive.

Officers' Relay Race (110 Yards). Team of six.—1, Hawkins "A"; 2, Despatch; 3, Ambrose. Time: 1. 19 1/5.

100 Yards. Open.—1, Lieut. Nicholson (Hawkins); 2, P. O. Cowley (Ambrose); 3, Mid. Stephenson (Hawkins).

Mens' Veteran Race, 120 Yards. Handicap.—1, Ch. Yeo. Alan (Hawkins); 2, Mne. Joyce (Despatch); 3, Ch. Mech. Tupper (Durban).

110 Yards Relay Race. (Mens') Teams of six.—1, Vindictive "A"; 2, Titania "A"; 3, Ambrose. Time: 51. 4/5 secs.

One Mile Open.—Lieut. Newnam (Durban); 2, Mid. Freer (Hawkins); 3, Mid. Podger (Hawkins). Time: 6 mins. 3 4/5 secs.

High Jump.—1, Lieut. Nicholson (Hawkins); 2, E. R. A. Florence (Titania); 3, Lt. Comdr. Dean (Magnolia). Height 5 ft. 2 ins.; 5. 1, 5 ft.

440 Yards Relay Race. (Teams of Four).—1, Hawkins "A"; 2, Durban; 3, Ambrose.

Officers' Veterans' Race.—1, Capt. Lake (Hawkins); 2, Ch. Gnr. Adams (Tamar); 3, Lt. Com. Young (Tamar).

Obstacle Relay Race (Teams of 16).—1, Hawkins "A"; 2, Ambrose; 3, Durban. Time: 7 mins. 15 2/5 secs.

Sack Bumping Team Match.—Hawkins "A."

440 Yards. Open to the Colony.—1, Corpl. Mackleworth (E. Surveys); 2, Pte. Tiernan (R.A.M.C.); 3, Bandsman Hannan. Time 56. 1/5 secs.

Mens' Tug of War, Catchweights.—1, Despatch; 2, Vindictive.

Officers' Tug of War, Catchweights.—1, Titania; 2, Tamar.

Band Race.—1, Msn. Herod. 2, Msn. King; 3, Msn. Watts.

Ladies' Race.—1, Miss Doris Hunt; 2, Miss Stirling; 3, Miss Carruthers.

Finishing Figures.

The points at the close were: Hawkins 123, Durban 42, Despatch 33, Ambrose 31, Titania 26, Vindictive 25, Hawkins "B" 18, Tamar 15.

LAWN-TENNIS.

YESTERDAY'S TOURNAMENT
MATCHES.

Four more tournament matches were played off on the Hongkong Club courts yesterday afternoon. The appearance of Ng Sze-kwong against L. Baines attracted a good deal of attention. Ng won easily in three straight sets and his performance gave promise of good form and his future appearances will be watched with interest. He appears to be the only serious rival Honda has.

N. Trambitsky put up a very good game against H. D. Rumjahn. The first set went to Rumjahn at 9-7 and was very well fought. In a Club championship S. E. Green, the holder, beat G. Miskin in three sets and for the loss of two games.

Details. Ng Sze-kwong beat L. Baines 6-1, 6-1, 6-3; H. D. Rumjahn beat N. Trambitsky 9-7, 6-3, 6-1; C. Choa beat Tak-lam 2-6, 6-2, 6-2, 6-3.

Club championship; S. E. Green beat G. Miskin 6-1, 6-1, 6-0.

RUSSIANS IN CHINA.

WHITES v. REDS.

Reports that the White Russians who are serving in various Chinese armies are working ultimately towards a campaign against the Reds are denied by a Shanghai Russian newspaper which points out that there is a great difference between these men fighting for Chinese leaders and working in an anti-Red movement.

The newspaper gives an interesting letter from an officer who is serving in General Chang Chung-chang's White Russian squadron who says that General Chang has the largest Russian army of all Chinese warlords and that it is under the command of General Nachaef, a very capable soldier. The squadron is attached to the army of General Chu, at present stationed south of Tsingtao on the Tientsin-Pukow railway.

General Nachaef is decried to be the idol of his army for his bravery and his utter fearlessness in battle. He is stated to emulate the famous "Chinese Gordon," who went into action with merely a short cane in his hand. The Russian army gained a big victory over the Honan troops recently for which General Chang gave them a large portion of the \$300,000 gratuity he gave to his army for their work. The Russian soldiers are very lonely and are practically cut off from their own world and the correspondent states they appreciated immensely the gifts recently sent to them by White residents of Harbin.

General Chang is also reported to have a White Russian advisor named N. D. Merkloff who General Chang values highly. Merkloff is reported to be also man-aging two arsenals which Marshal Chang Tso-lin's right hand man, "General" Frank Sutton built for the Shantung war-lord.

The Hawkins included the Petersfield; Titania the Submarines, Ambrose the Marazion and Submarines, and the Tamar the smaller ships.

The Officials.

The officials were: Thomas (Hawkins), Comdr. Fallowfield (Durban), Comdr. Ratsey (Titania), Capt. West, R. M. (Tamar).

Track Judges and Handicappers.—P. O. Rleny (Vindictive), Capt. Leech Porter (Vindictive), Lt. Tel. Laurens (Magnolia), Lt. Comdr. Bosanquet, Comdr. Thomas, Gunner Fulcher, Capt. West, R. M. (Tamar); C. P. O. Keir, P. O. Blunt, Comdr. Ratsey, Comdr. Thomas, Pay. Cdr. Nelson (T. O.), Sub. Lt. Jenkins, P. O. Smythe.

Finishing Judges.—Capt. Leech Porter, R. M., C. P. O. Keir, Gunner Fulcher, Lt. Andrews (Ambrose), P. O. Blunt (Despatch), Comdr. Thomas, C. P. O. Keir, Comdr. Ratsey, Sub. Lt. Tyrwhitt, E. R. A. Barker, Lt. Cdr. Bosanquet, Pay. Cdr. Nelson, Sub. Lt. Jenkins, P. O. Smythe, Capt. West R. M.

Tug of War Judges.—Comdr. Fallowfield, Lt. Andrews and P. O. Blunt.

"MAN IN LIFE AND
DEATH."THEOSOPHICAL SOCIETY
LECTURE.

At this week's public meeting of the Hongkong Lodge of the Theosophical Society on Thursday, an address was given by Mr. H. E. Lanepart on "Man in Life and Death," of which the following is a brief outline.

Evolution as understood by Theosophy is much larger than it is taught in the West. Whilst Western science starts in the middle of evolution, the wisdom of the East takes in the whole of the vast series of changes which begin with the descent of spirit to embody itself in matter, traces the evolution of forms through stages of ever-increasing beauty and complexity, showing the unfolding life-consciousness in living forms to occupy successive steps on the ladder, from the mineral to the throne of the manifested divinity. "The Hierarchies of living things are the rungs of this 'Jacob's Ladder,' from the dust to the mightiest archangel. One of these hierarchies is the human, some way up the ladder. He is in truth that spiritual individuality who lives on in his storehouse of experience his permanent body of higher mental matter, and it is the spiritual individuality of Man the Ego, which retains the memories of the experiences of all his successive personalities on earth. The personality seen here on earth and erroneously called by us 'Man' is merely an offshoot of the true man, and fails to reveal in each reincarnation certain attributes of the Ego. An Ego makes many successive personalities to gain self-consciousness on earth, but only one personality at a time is manifested by the Ego, the true man, here on earth. The offshoot of the Ego, the personality, takes at birth a mind body, an astral or feelings body and a physical body. Each of these bodies has a life and a consciousness of its own. Quite distinct from the life and consciousness of the personality who uses them. This body consciousness is the elemental life on a much earlier stage of evolution and is still on its involuntary arc ever-striving to descend deeper into matter. The consciousness of the mental and astral bodies is the life of the Elemental Essence of the mental and Astral matter. Meanwhile the body-consciousness of the physical body is the life of the mineral, vegetable and animal streams of life which make up the physical body. The body-consciousness of our three temporal bodies have promptings, desires and wants of their own, and that is that 'law in my members' warring against the law of my mind" of which St. Paul speaks. Man's work in Life and Death is to control his vehicles and use their energies to accomplish the work mapped out for him by his accumulated Karma, acquired in its corresponding part, the personality, into incarnation. This personality may succeed in accomplish-

ing the planned work for that incarnation or he may fail, according to the amount of will-power in the Ego or his knowledge how to exercise it. The Individuality is the "Higher Self," the "Daemon" of Plato, and its three attributes are spirit, intuition and abstract mind, or will, wisdom and activity. The personality is the lower half, composed of the concrete mind; the desire nature and the physical functions, and its three temporal bodies which have a life of their own of a much earlier order. At death the personality loses only the densest body, continuing to live in the body of feelings till the force put during earth-life into selfish desires becomes exhausted. This process lasts usually from 5 to 40 years. At the end of it the personality passes into a new consciousness, that of its own concrete thoughts tinted with selfishness, in which the personality remains till the force poured into them has become exhausted. Then the mental body, the last remnant of the personality, is cast aside, and the individuality, the Ego is once more himself, with all his energies, reaping the harvest of all unselfish activity on earth and the intermediate worlds. It is here that the individuality transmutes the experience of the personality into character and abilities. And these are the four seeds sown on earth and in the intermediate worlds that flower into blissful expansion of consciousness in the heaven world:—Love of friends, love of God, love of humanity at large, love of truth and beauty. After a period of perfect bliss and expansion in consciousness the Ego once more puts down a part of himself into incarnation to become a new personality, which then enters another 'Day' in the school of the 'Creator on earth.'

EXCHANGE RATES.

Rugby, March 5.
To-day's exchange rates are as follow:

Paris	130.50
Brussels	127.00
Amsterdam	12.12 1/2
Berlin	20.40
Copenhagen	18.72
Vienna	34.47
Hamburg	193
Liabon	2 1/2
Buenos Aires	45.5/16
Shanghai	8/10 1/2
Yokohama	7/10 1/2
New York	4.86 13/16
Geneva	25.25
Milan	121.10
Stockholm	18.12
Oslo	22.82
Prague	164
Madrid	34.44
Rio	7 1/4
Bombay	1/16 1/2
Hongkong	2/4 1/2
Silver spot & forward	80%

—British Wireless.

The second Luther Government may well be called "The Cabinet of Doctors" as all the members, with the exception of Karl Stingl, hold academic doctors' degrees. Chancellor Luther Otto Gessler, Wilhelm Kuelz, Gustav Stresemann, R. Krohne, Julius Curtius and Wilhelm Marx hold law degrees, and Heinrich Brauns and Peter Reinhold are doctors of economics and political science.

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Reserve Liability of Proprietors—\$20,000,000

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Hongkong, 27th Feb., 1926

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Hongkong, 7th, January 1925.

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EMPRESS OF ASIA	Apr. 30	May 3	May 6	May 8	May 17
EMPRESS OF CANADA	May 14	May 17	May 20	May 22	May 31
EMPRESS OF RUSSIA	May 28	May 31	Jun. 3	Jun. 5	Jun. 14
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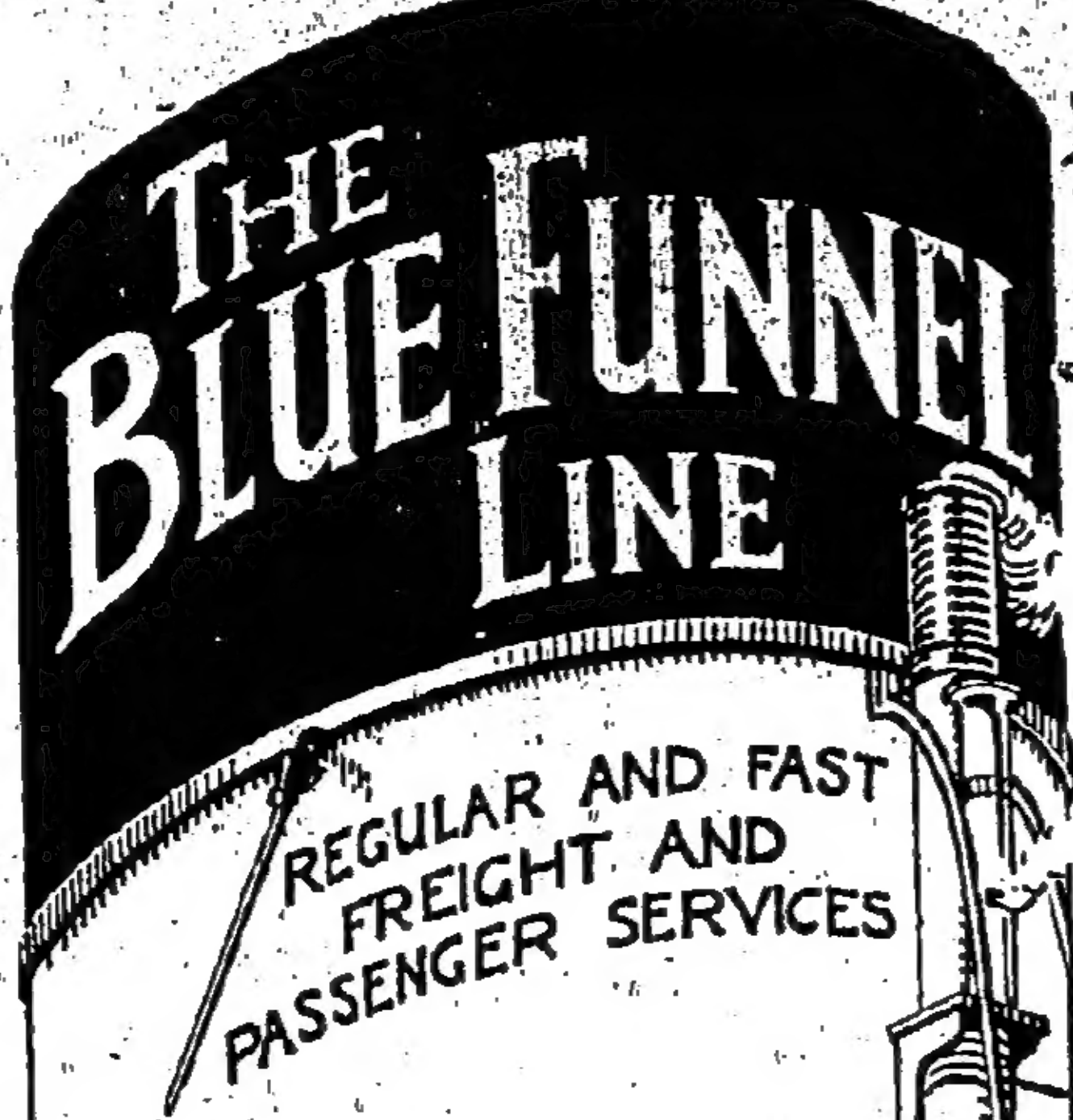
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Tjilbeet	M'ksar	14th Mar.	16th Mar.	Amoy & S'hai
Tjisalak	Shanghai	2nd Mar.	25th Mar.	Batavia
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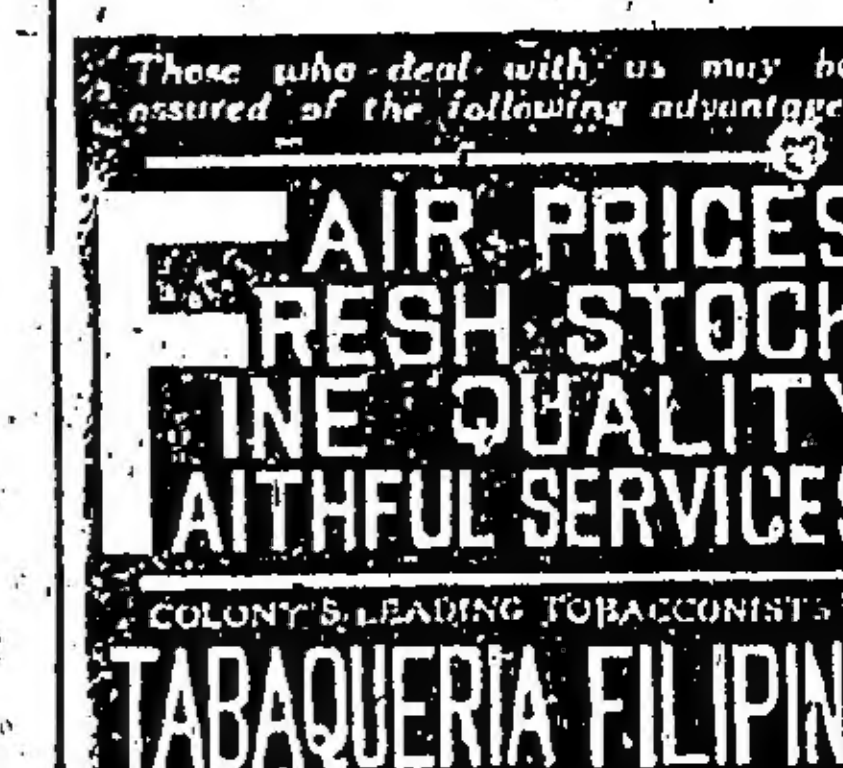
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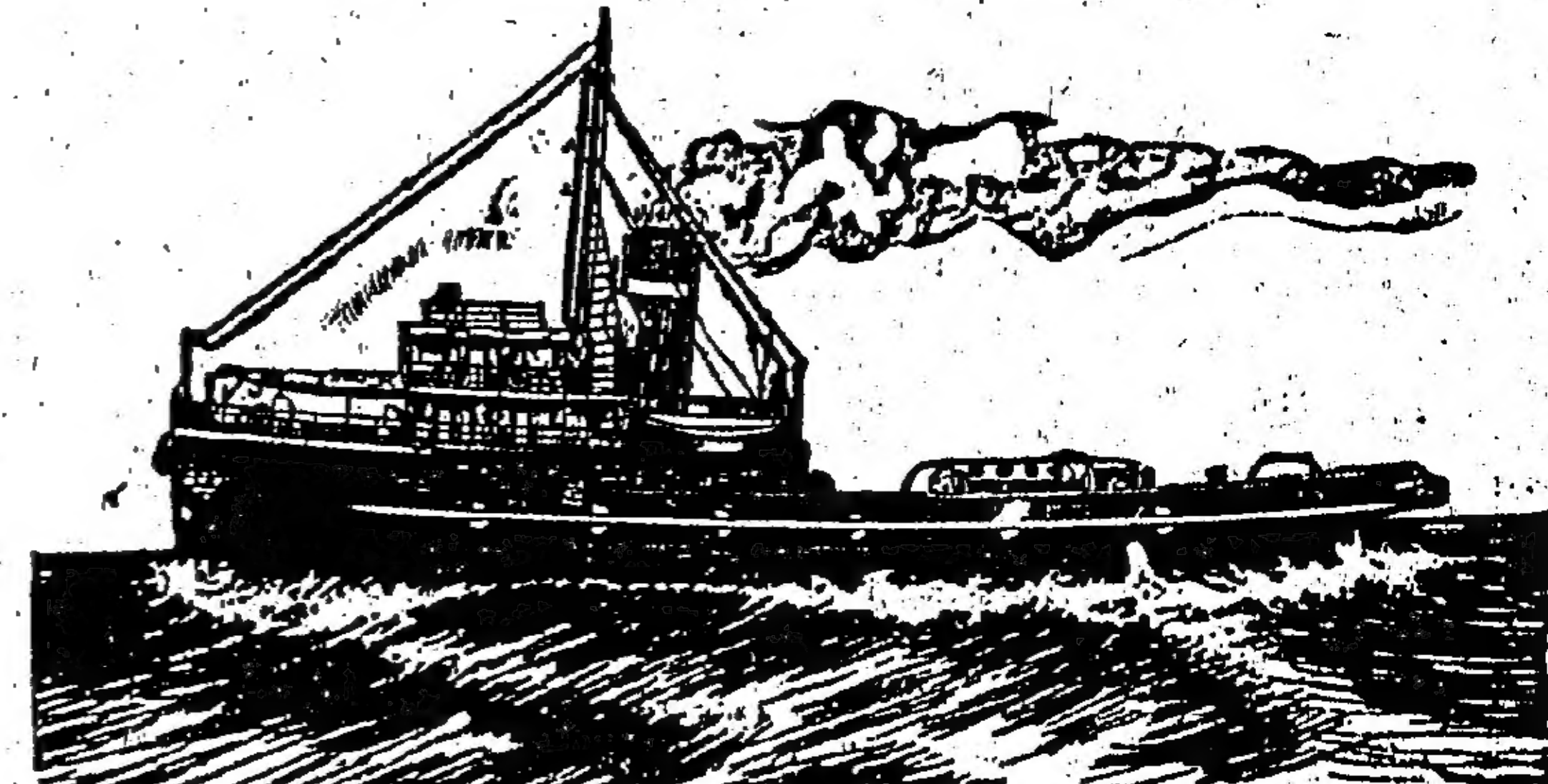
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Built engine and equipped complete by The Hongkong & Whampoa Dock Co., Ltd., Hongkong. For their own service, 1921. Length 136' B.P., Breadth 34' (m) depth 17' (m) I.H.P. 2000. Fitted with electrically driven submersible and centrifugal pumps, air compressor, wireless searchlight and all modern appliances for Salvage Work.

Please address enquiries to the Chief Manager.

R.M. DYER, R. Sc., M.I.N.A., Kowloon Dock, HONGKONG.

P. & O. BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

(COMPANIES INCORPORATED IN ENGLAND)
Taking Cargo on through Bills of Lading for Straits, Java and Burma, Ceylon, India, Persian Gulf, Mauritius, E. & S. Africa, Australasia, including New Zealand & Queensland Ports, Red Sea, Egypt, Constantinople, Greece, Levantine Ports, Europe, Etc.

SEMI-MONTHLY & ORIENTAL PORTWORTHLY DIRECT ROYAL MAIL STEAMERS.
(UNDER CONTRACT WITH H. M. GOVERNMENT.)

S.S.	Tons	From Hongkong (about)	Destination
NAGPORA	5,283	4 March noon	S'pore, P'ang, C'bo & B'bay
MANTTA	10,902	6th March	Marseilles & London
KASHMIR	8,985	13th March	M'lor, London & Antwerp
KIDDERPORE	5,334	18th March	S'pore, Penang & Bombay
KHIVA	9,135	20th March	M'lor, L'don, A'werp & Hull
MOREA	10,918	3rd April	Marseilles & London
DELTA	8,097	15th April	S'pore, P'ang, C'bo & B'bay
DEVANHA	8,155	17th April	M'lor, L'don & Antwerp
KALYAN	9,144	21st April	M'lor, L'don & Antwerp
MAEDONIA	11,069	1st May	Marseilles & London
KASHGAR	9,005	15th May	Marseilles & London
MALWA	10,941	29th May	Marseilles & London

Frequent connections from Port Said for Passengers & Cargo to Constantinople, Smyrna, Esmirna and other Levant Ports by Steamers of the Redivivus Mail S.S. Co.

BRITISH INDIA-APCAR SAILINGS

TALAMBA	8,018	4 Mar. 1 p.m.	S'pore, Penang & Calcutta
TALMA	10,000	14th March	S'pore, Penang & Calcutta
SHIRALA	7,841	17th March	S'pore, Penang & Calcutta

EASTERN & AUSTRALIAN SAILINGS (South)

*TANDA	6,958	3 Mar. 4 p.m.	Manila, Sandakan, Thurs.
ARAFURA	6,000	7th April	Island, Townsville, B'bane.
ST. ALBANS	4,500	5th May	S'ney and Melbourne

*Calls at Kolambagan.

The E. & A. S. S. Co., Ltd. steamers will also call at Shanghai, H'k'g, Cebu, Kolambagan, Tawau, Timor, Darwin, or other ports on route as inducement offers.

Frequent connections from Australia with the following—
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail Steamers to London via Suez Canal.
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

MOREA	10,911	6th March	S'hai, Moji & Kobe
TAKADA	6,949	9th March	Moji & Kobe
ARAFURA	6,000	13th March	Moji, Kobe & Yoko.
KALYAN	9,144	13th March	Shanghai, Moji & Kobe
DEVANHA	8,155	20th March	S'hai, Moji & Kobe
DELTA	8,097	20th March	S'hai & Kobe

All dates are approximate and subject to alteration without notice.

WIRELESS ON ALL STEAMERS.

Parcels Measuring not more than 24 ft. x 2 ft. x 1 ft. will be received at the Co's Office up to noon on the day previous to sailing.

For Passage Rates, Handbooks, Freight, etc., apply to

MACKINNON, MACKENZIE & Co., Agents.

P. & O. Bldg., Colnaught Rd., C.

GLEN AND SHIRE.

JOINT SERVICE OF STEAMERS.

U. K., STRAITS, CHINA & JAPAN Service.

OUTWARDS. HOMEWARDS.

Vessel	Due Hongkong	Vessel	Leaves Hongkong
GLENARRY	In Port.	GLENIFFER	10th Mar.
GLENSHANE	23rd Mar.	GLENAMAY	10th Mar. R'dam & H'burg via Oran.
GLENAPP	1st April	GLENSHANE	7th April L'don, R'dam & H'burg via Oran.
CARMARTHENSHIRE	15th April	GLENSHANE	4th May L'don, R'dam & H'burg via Oran.
		CARMARTHENSHIRE	1st June L'don, R'dam & H'burg via Oran.

Movements are subject to change without notice.

For freight or further particulars please apply to—

JARDINE MATHESON & CO., LTD.

AGENTS THE GLEN LINE, LTD.

Telephone: Central No. 215, sub-ex. 23 and 3696.

AUSTRALIAN-ORIENTAL LINE, Ltd.

"CHANGTE" & "TAIPING"

THESE NEW VESSELS MAINTAIN REGULAR SERVICE FROM HONGKONG TO AUSTRALIAN PORTS, VIA MANILA, ZAMBOANGA, PORT BANGA AND THURSDAY ISLAND.

Through Bill of Lading issued to all Australian, New Zealand and Tasmanian Ports.

"EXCELLENT & MOST UP-TO-DATE FIRST & SECOND CLASS PASSENGER ACCOMMODATION"

HONGKONG TO SYDNEY—19 DAYS.

STEAMER	DUE HONGKONG ON OR ABOUT	SAILING HENCE ON OR ABOUT
TAIPING	17th March	26th March
CHANGTE	27th March	23rd April
TAIPING	19th May	25th May
CHANGTE	16th June	22nd June

For Freight & Passage, apply to—BUTTERFIELD & SWIRE, Tel. C. 36.

Agents.

BOSTON, NEW YORK & BALTIMORE.

Joint Service of the

"BLUE FUNNEL LINE"

(Ocean S.S. Co., Ltd., & China Mutual S.N. Co., Ltd.)

AND

AMERICAN & MANCHURIAN LINE

(Ellerman & Bucknall S.S. Co., Ltd.)

Sailings from Hongkong.

S.S. "KT. COMPANION"	via Suez Canal	7th Mar.
S.S. "CITY OF RANGOON"	via Suez Canal	28th Mar.
S.S. "CAL CHAS"	via Suez Canal	7th April
S.S. "LANGTON HALL"	via Suez Canal	19th April

Steamers proceed via Suez Canal or Panama Canal at Owners option Subject to change without notice.

For Freight and particulars apply to—

BUTTERFIELD & SWIRE or THE BANK LINE, LD. HONGKONG, HONGKONG & CANTON. JARDINE MATHESON & Co. Ltd. CANTON.



SAILINGS SUBJECT TO ALTERATION.

SEATTLE & VANCOUVER via Shanghai & Japan ports.

Through Bills of Lading issued to all Overland Common Points in U.S.A. and Canada.

Through passage rates to Europe via America U. S. G. 1420. U. S. 1440

IYO MARU ... Tuesday, 16th Mar. at 11 a.m.

SHIDZUOKA MARU ... Friday, 2nd Apr.

MARSEILLES, LONDON & ANTWERP via Singapore & Ports.

SUWA MARU ... Saturday, 13th Mar. at 11 a.m.

FUSHIMI MARU ... Saturday, 27th Mar.

SYDNEY & MELBOURNE via Manila & Ports.

TANGO MARU ... Wednesday, 24th Mar. at 11 a.m.

AKI MARU ... Wednesday, 21st Apr.

NEW YORK and/or BOSTON via ANAMA.

MAYEASHI MARU ... Saturday, 20th Mar.

BUENOS AIRES via Singapore, Durban & Cape Town.

BOMBAY via Singapore & Colombo.

GENOA MARU ... Saturday, 6th Mar.

SADO MARU ... Thursday, 11th Mar.

CALCUTTA via Singapore, Penang & Rangoon.

OSAKA MARU ... Thursday, 11th Mar.

NAGATO MARU ... Saturday, 20th Mar.

NAGASAKI, KOBE & YOKOHAMA.

AKI MARU ... Thursday, 18th Mar.

SHANGHAI, KOBE & YOKOHAMA.

HAKUFAN MARU ... Tuesday, 9th Mar.

MOJI MARU ... Tuesday, 9th Mar.

SHINYO MARU ... Friday, 12th Mar.

MITO MARU ... Tuesday, 16th Mar.

KITANO MARU ... Tuesday, 23rd Mar.

For further information apply to—

NIPPON YUSEN KAISHA, S. KINOSHITA, Manager.

Tel. Central Nos. 292, 293 & 2422.

HONGKONG, CANTON & MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON MACAO STEAM-BOAT CO., LTD., AND THE CHINA NAVIGATION CO., LTD.

CANTON LINE.

Sailings from Hongkong: Daily, at 8 A.M. (Sundays excepted).
Sailings from Canton: Daily, at 8 A.M. (Mondays excepted)

MACAO LINE.

FROM HONGKONG: 8 A.M. and 4 P.M. daily. (Sundays: 9 A.M. only).
FROM MACAO: 8 A.M. and 2 P.M. daily. (Sundays: 4 P.M. only).

SUNDAY EXCURSIONS—On SUNDAY 7th Instant the S.S. "TAISHAN" will leave Hongkong at 9 A.M. from Company's Wing Lok Street Wharf, and return from Macao at 4 P.M.

THE BANK LINE, LTD.

Agents for the following Services.

NEW YORK, BOSTON & BALTIMORE

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. Co., Ltd.)

S.S. "CITY OF RANGOON" via Suez Canal 28th March.

S.S. "LANGTON HALL" via Suez Canal 19th April.

BOSTON & NEW YORK

AMERICAN & ORIENTAL LINE SERVICE

(Andrew Weir & Co., London)

Sailing from Hongkong.

M.V. "FORRESBANK" via Suez Canal Second Half Apr.

AMERICAN & ORIENTAL LINE

UNITED KINGDOM & CONTINENT

"ELLERMAN" LINE

(ELLERMAN & BUCKNALL S.S. Co., Ltd.)

S.S. "CITY OF WELLINGTON" 13th March.

For Havre, London, Rotterdam & Hamburg.

S.S. "CITY OF VALENCIA" 23rd April.

For Marseilles, Havre, London, Rotterdam & Hamburg.

Fares to London "A" 1st Class £88. 2nd Class £60.

"B" 1st Class £80. 2nd Class £55.

MAURITIUS & SOUTH AFRICA

ORIENTAL AFRICAN LINE

S.S. "SURAT" Middle April.

Loading for Mauritius, Delagoa Bay, Durban, East London, Alagoa Bay, Port Elizabeth, Mossel Bay & Capetown.

Through Bills of Lading issued to Beira, Quilimane, Ibo, Port Amelia, Mozambique, Chinde, Inhambane, Zanzibar, Mombassa, Kilindini, Port Nolloth, Luderitz Bay, Walvis Bay, & Madagascar.

AUSTRAL-EAST INDIES LINE.

(Ellerman & Bucknall S.S. Co., Ltd.)

Sailings from Singapore on 6th of every month by "City of Palermo" or "Malatian" to Java, Freemantle, Adelaide, Melbourne and Sydney, and Vice Versa. Through Freight and Passenger bookings from Hongkong in conjunction with "Ellerman" Line or other services.

For freight or passage on any of the above lines, apply to—

THE BANK LINE LTD.

Telephone C. 4791.

COMPANIA TRANSATLANTICA DE BARCELONA

(Spanish Royal Mail Line)

MANILA, SINGAPORE, COLOMBO, SUEZ, PORT SAID, BARCELONA & OTHER SPANISH PORTS.

ISLA DE PANAY ... 23rd Mar.

LEGAZPI ... 14th May

C. LOPEZ Y LOPEZ ... 5th July

YOKOHAMA, KOBE, MOJI & SHANGHAI.

ISLA DE PANAY ... 8th Mar.

LEGAZPI ... 29th April

C. LOPEZ Y LOPEZ ... 20th June

The steamers of this Company are all classed 100 A1 at Lloyd's and are fitted with every modern convenience for comfort and safety of passengers. Stewards and Doctor carried.

For particulars of freight or passage apply—

BOTELHO BROS.

Tel. 1331. Alexandra Buildings, Hongkong.

O. D. FARETTO, Ltd. 28, Central Avenue, Canton.

**SERVICES CONTRACTUELS**

Mail Steamers	Next Sailings from Marseilles	Prob. arr. at H'g. and sailing for S'hai & Japan	Prob. sailing from H'g'g for M'lor
PORTHOS			16th Mar.
ANDRE LEBON			30th Mar.
PAUL LECAT	12th Feb.	17th Mar.	
AMBOISE	25th Feb.	31st Mar.	
ANGERS	12th Mar.	13th Apr.	
AMAZONE	26th Mar.	27th Apr.	
D'ARTAGNAN	9th Apr.	11th May	

RATES OF PASSAGE MONEY TO MARSEILLES.

(including Table Wine and free Doctors' attendance)
A Class } 1st Class £95.0.0 | B. Class 1st Class £83.0.0
Steamers } 2nd Class £68.0.0 | Steamers 2nd Class £60.0.0

Through Tickets to London and Leading Towns of Europe
Accommodation reserved in the trains at Marseilles.

LIGNES COMMERCIALES (CARGO-BEATS)

S.S. "LT. ST. LOUBERT-BIE" from Dunkirk, L'don, Havre is due to arrive about 22nd Mar.

For full particulars apply to—

HOTELS.

THE HONGKONG
HONGKONG HOTEL; REPULSE BAY HOTEL; PEAK HOTEL
Telegraphic Address: "KREMLIN, HONGKONG."
AND
SHANGHAI
ASTOR HOUSE HOTEL; PALACE HOTEL;
FALEE HOTEL; MAJESTIC HOTEL.
Telegraphic Address: "CENTRAL, SHANGHAI"
HOTELS, LIMITED.

In association with the Grand Hotel
Des Wagons Lits, Peking.

KOWLOON HOTEL
THE PREMIER HOTEL IN KOWLOON.
First Class Billiard Room and Saloon Bar.
Electric Lift and Telephone to each Floor.
Tele. Nos. K.608 & K.609. Cable address: KOWLOTEL, Hongkong.
Under the personal supervision and management of
FRANK L. COOKE
Proprietor.

KING EDWARD HOTEL.
CENTRAL LOCATION
ELECTRIC LIFTS AND LIGHTING,
TELEPHONE ON EACH FLOOR.
HOTEL LAUNCH MEETS ALL STEAMERS
Central 375. Telegraphic Address "VICTORIA"

THE EUROPE HOTEL.
SINGAPORE.

Terms:—A la carte or inclusive.

Telephone in every room.
After-dinner dancing every Tuesday,
Thursday and Saturday.

GRILL ROOM

Telegrams "Europe Singapore" **ARTHUR E. ODELL,**
Telephone 2740. Managing Director.

S.S. "FRANCONIA"

ROUND THE WORLD CRUISE 1926.

HONGKONG-AMERICA-EUROPE.

Passages arranged for any section of the cruise.

SAILING FROM HONGKONG, MARCH 27th.

via Shanghai, Chinwangtao (for Peking), Japan.

Honolulu, San Francisco and Panama Canal for

New York and Liverpool.

For RESERVATIONS and Full INFORMATION

Apply to—

THOS. COOK & SON, LTD.

12, Pedder Street. Telephone C. 524.

LABOUR TROUBLES.

DISTURBANCES AT SHANGHAI.

Labour troubles in Shanghai took an alarming development on Friday afternoon last week when the rushing of a police emergency squad to the Japan-China cotton mill, 98 Robinson Road, was necessitated owing to a threatening situation caused by a strike of 3,800 operatives at the mill. Crowds of angry strikers gathered in the compound of the mill demanding their wages on Friday afternoon and a call had to be sent to Gordon Road police station and to the Chinese station at Jessfield. The prompt arrival of these police squads eased the situation, but it was necessary to keep the Municipal police there for some time while a large number of Chinese police are still guarding mill premises.

While peace was preserved at this mill, a serious disturbance occurred the same afternoon at Nanyang Brothers' tobacco factory, 229 Broadway, where a crowd of dismissed employees, angered at their dismissal, stormed the premises and threw stones, breaking many windows. The rioters, about 200 in number, were held at bay with a fire hose wielded by officials and watchmen employed at the factory.

Two of the men were injured in the stampede which followed. At the first shout of the hose, the crowd rushed up the road and got in the way of a motor lorry, the driver of which did not have time to pull up. In the rush two men were knocked down, one man receiving concussion of the brain and the other a fractured leg. A police squad was hurriedly despatched from Wayside police station and succeeded in dispersing the crowd. The two injured men were taken to hospital.

The trouble started when the company dismissed 200 employees under a new economy programme introduced by the management, but it did not spread. Work proceeded normally later.

Moots, which are to be renewed in Lincoln's Inn after a very long interval, embrace a word which goes back to the beginnings of British history. "The life of the Earlier English State," says one of our historians, "was gathered up in its folk-moot. There, through its representative, chosen in every hundred-moot, the folk had exercised its own sovereignty in matters of justice as of peace and war." The folk-moot and the Witenagemot, or Council of Wise Men, were the origin of the Houses of Parliament, and from these old discussions of the free people, the lawyers borrowed the word for their debates.

"OFF DAY."

TO-DAY'S RACING RESULTS.

Dull and threatening weather marked "Off Day" at the Racecourse this afternoon, but none the less there was a large crowd present to witness the sport.

With most of the leading jockeys absent, events were a more open aspect and this fact inspired hopes amongst punters of better returns on their investments. The cash sweeps were also well patronised, speculators regarding the afternoon as their last opportunity on which to secure a turn of good luck.

The afternoon's results were as follow:

1.—THE "HAY AND CORN" STAKES.—Winner \$400. Second \$150. Third \$75. For Subscription Griffins of this Meeting that have started at least twice at this Meeting and have not won. Weight for inches as per scale. Unplaced runners allowed 5 lb. (Jockey allowance.) Entrance \$5. Six Furlongs.
Mr. Sha's Shere Khan II. (Mr. Moller)—1
Messrs. Dyer and Beith's Rechabite (Mr. Thompson)—2
Messrs. Hall and Shenton's The Gowk (Mr. Pollock)—3
Thirteen ran. A length; a head.
Time: 1 min. 24 1/5 secs.
Pari-Mutuel: Winner, \$13.50.
Places: \$6.60; \$7.90; \$5.90.
Cash Sweep:—
Ticket No. 184 1st. \$1,075.20
" 168 2nd. \$ 307.20
" 96 3rd. \$ 153.60
\$50 Tickets and Commission \$1,009.00
\$2,545.00

\$50 Tickets:—Nos. 244, 394, 350, 527, 195, 425, 80, 449, 163, 39.

2.—THE "LOITERERS" STAKES.—Winner \$400. Second \$150. Third \$75. For Griffins of this Meeting that have started at least twice and have not won. Weight for inches as per scale. Unplaced runners allowed 5 lbs. (Jockey allowance.) Entrance \$5. Six Furlongs.
Messrs. Dunbar and Stanton's San Diego (Mr. Pollock)—1
Sir Paul's Melody Dahlia (Mr. Brodie)—2
Mrs. G. L. Bagram's Sunburst Rose (Mr. Moller)—3
Six ran. A length and a half; a short head. Time: 1 min. 10 1/5 secs.
Pari-Mutuel: Winner, \$26.60.
Places: \$8.50; \$19.20; \$7.70.
Cash Sweep:—
Ticket No. 136 1st. \$1,605.90
" 216 2nd. \$ 458.80
" 329 3rd. \$ 229.40
\$50 Tickets and Commission \$ 761.00
\$3,005.00

\$50 Tickets:—Nos. 742, 264, 119, 3.—THE "ALL OUT" STAKES.—Winner \$400. Second \$150. Third \$75. For all China Ponies that have started at least twice at this Meeting and have not won. Weight for inches as per scale. Unplaced runners allowed 5 lb. (Jockey allowance.) Entrance \$5. Six Furlongs.
Mr. R. J. Paterson's September (Mr. Thompson)—1
Mr. Dryadust's Saracen (Mr. Reidy)—2
Two starters. Won by many lengths. Time: 1 min. 33 4/5 secs.
Pari-Mutuel: Winner, \$8.10.
Places: \$8.00.
Cash Sweep:—
Ticket No. 179 1st. \$2,250.00
" 481 2nd. \$ 750.00
Commission " " \$ 750.00
\$3,750.00

4.—THE TYTAM HANDICAP.—Winner \$500. Second \$300. Third \$100. For Subscription Griffins of this Meeting that have started at least twice. Entrance \$10. One Mile.
Messrs. Hall and Shenton's The Geozor (Mr. Pollock)—1
Mrs. Bernard's Barley Grass (Mr. Maitland)—2
Lady Chater's The Golden Pheasant (Mr. Moller)—3
Five ran. Three quarters of a length; three lengths. Time: 2 min. 13 1/5 secs.
Pari-Mutuel: Winner, \$17.70.
Places: \$3.30; \$7.90.
Cash Sweep:—
Ticket No. 156 1st. \$2,198.00
" 155 2nd. \$ 628.00
" 479 3rd. \$ 314.00
\$50 Tickets and Commission \$ 910.00
\$4,050.00

\$50 Tickets:—Nos. 460, 441.

5.—THE HONGKONG HANDICAP.—"A" Class. Winner \$500 Second \$200. Third \$100. For all China Ponies that have started at least twice at this Meeting. Winners of a classic race at any recognised Meeting barred. Entrance \$10. One Mile and a Quarter.
Sir Paul's Fantastic Dahlia (Mr. Moller)—1
Sir Paul's Sunrise Dahlia (Mr. Brodie)—2
Messrs. Dunbar and Stanton's Tacoma (Mr. Pollock)—3
Three ran. Two and a half lengths; six lengths. Time: 2 min. 42 2/5 secs.
Pari-Mutuel: Winner, \$8.50.
Places: \$7.60.
Cash Sweep:—
Ticket No. 331 1st. \$5,056.80
" 1357 2nd. \$1,444.80
" 866 3rd. \$ 722.40
Com. " " \$1,806.00
\$9,030.00

6.—THE HONGKONG HANDICAP.—"B" Class. Mr. J. H. Taggart's Burdoran (Mr. Brodie)—1
Mr. L. Dunbar's Bay of Bellingham (Mr. Pollock)—2
Messrs. Dyer and Beith's Loch Rannoch (Mr. Thompson)—3
Six ran. A neck; three lengths. Time: 2 min. 46 1/5 secs.
Pari-Mutuel: Winner, \$15.00.
Places: \$6.40; \$9.50; \$6.70.
Cash Sweep:—
Ticket No. 1116 1st. \$1,558.20
" 12 2nd. \$1,305.20
" 740 3rd. \$ 652.60
\$50 Tickets and Commission \$1,819.00
\$3,377.20

7.—THE PROFESSIONAL CUP AND SUBSCRIPTION GRIFFINS' CHAMPIONS.—A Sweepstakes of \$25 each for starter. A Cup Presented. \$500 to the Winner by the donors and \$500 added. Second \$400. Third \$250. To be won two years in succession or three years in all by Ponies the bona fide property of the same owner or owners. For Subscription Griffins of this meeting. Winners and Placed Ponies only. Weight for inches as per scale. One Mile and a Quarter.
Messrs. Dyer and Beith's Total Abstinence (Mr. Thompson)—1
Mrs. R. J. Paterson's Dobbin (Mr. Maitland)—2
Messrs. Hall and Shenton's The Gowk (Mr. Pollock)—3
Five ran. Three lengths; four lengths. Time: 2 min. 40 2/5 secs.
Pari-Mutuel: Winner, \$6.50.
Places: \$5.50; \$5.90.
Cash Sweep:—
Ticket No. 1257 1st. \$4,734.80
" 1526 2nd. \$1,352.80
" 1130 3rd. \$ 676.40

\$50 Tickets:—Nos. 674, 757, 1290.

8.—THE "LUCKY STAKES".—Winner \$400. Second \$150. Third \$75. For China Ponies that have started in at least three Extra Meetings in 1925 and at least twice at this Meeting and have not won at this Meeting. Weight for inches as per scale. (Jockey allowance.) Entrance \$5. One Mile.
Mrs. R. M. Austin's Grey Streak (Mr. Pollock)—1
Mr. J. H. Taggart's Demon Boy (Mr. Brodie)—2
Mr. Stanton's Beldorney Star (Mr. Stanton)—3
Five ran. Five lengths; three lengths. Time: 2 min. 09 1/5 secs.
Pari-Mutuel: Winner, \$7.00.
Places: \$5.50; \$6.50.
Cash Sweep:—
Ticket No. 731 1st. \$4,916.80
" 1617 2nd. \$1,404.80
" 1433 3rd. \$ 702.40
\$50 Tickets and Commission \$1,881.00
\$3,905.00

\$50 Ticket:—No. 1471, 1403.

9.—THE "ALSO RAN" STAKES.—Winner \$400. Second \$150. Third \$75. For Griffins and Subscription Griffins of this Meeting that have started at least twice at this Meeting and have not been placed. Weight for inches as per scale. Subscription: Griffins allowed 5 lb. (Jockey allowance.) Entrance \$5. Five Furlongs.
Mrs. Bernard's Blue Grass (Mr. Maitland)—1
Mr. L. Dunbar's Bay of Naples (Mr. Brodie)—2
Mr. R. M. Austin's District Call (Mr. Pollock)—3
Fourteen ran. Two lengths; a neck. Time: 1 min. 17 2/5 secs.
Pari-Mutuel: Winner, \$14.00.
Places: \$6.80; \$9.30; \$11.00.
Cash Sweep:—
Ticket No. 1892 1st. \$4,977.00
" 1574 2nd. \$1,422.00
" 1863 3rd. \$ 711.00
\$50 Tickets and Commission \$2,465.00
\$9,575.00

\$50 Tickets:—Nos. 1162, 1827, 199, 828, 1557, 693, 600, 1392, 1646, 127, 1306.

10.—THE "FINALE" STAKES.—Winner \$400. Second \$150. Third \$75. For all China Ponies that have started at least twice at this Meeting and have not been placed. Weight for inches as per scale. (Jockey allowance.) Entrance \$5. Five Furlongs.
Mrs. E. J. Paterson's The Regent (Mr. Maitland)—1
Messrs. Dyer and Beith's Blotting Paper (Mr. Thompson)—2
Mr. Dynasty's King's Favourite (Mr. Doyle)—3
Five ran. Five lengths; two lengths. Time: 1 min. 15 2/5 secs.
Pari-Mutuel: Winner, \$9.70.
Places: \$6.30; \$6.50.
Cash Sweep:—
Ticket No. 1096 1st. \$5,014.80
" 183 2nd. \$1,432.80
" 1359 3rd. \$ 716.40
\$50 Tickets and Commission \$1,816.00
\$8,980.00

\$50 Tickets:—Nos. 1,622, 560.

TO-DAY.

Dollar on demand 2s. 3.15/16d.
Lighting-up 6.26 p.m.

Entertainments.

The QUEEN'S

AMIE MAYNARD with
THE ROYAL HAWAIIANS

LOV CHANEY in
"HE WHO GETS SLAPPED"

The STAR

RICHARD BARTHELMESS

"SONNY"

THE WORLD

WARNER BROS. present

LOVER'S LANE

THEATRE ROYAL

A Notice and a Reminder.

The A.D.C. will stage Two Extra Performances
of
"IF"
Monday March 8th and Tuesday March 9th
at 9.15 p.m.

Tickets at Anderson's.

POLICE OFFICER'S DEPARTURE.

AMUSING PRESENTATION TO
SUB-INSPECTOR MOODY.

Charged with Deserting Comrades.

At the Water Police Station on Thursday evening, there was a large gathering of Sub-Inspector Moody's friends to bid him an official farewell on his retirement from the force and also to attend a presentation, made as an expression of their esteem and regret at his departure.

The presentation proper was preceded by a mock trial, the departing officer being held before a jury of his peers, on the charge of deserting his comrades at 45 years of age. The prisoner pleaded guilty, but stated in extenuation that he was overcome with the desire to witness the Football Association Cup Tie at Home and as many of the season's cricket matches as the English weather would allow. He was convicted of a technical breach and mulcted in a large quantity of liquid refreshment.

Inspector Spear then addressed the assemblage on the long standing friendship which existed between Sub-Inspector Moody and himself, they having landed in Hongkong on the same day. He was sure that all present would be sorry to see him go and they would wish him long life and good health in his retirement. The company then joined in the singing of "He's a jolly good fellow," and Sub-Inspector Moody was presented with a silver mounted dressing case and an oaken smoking cabinet.

In reply, Sub-Inspector Moody referred to the camaraderie existing between himself and many of those present. He would remember them all when he reached home, through the medium of their gifts, but amusingly questioned whether the hair brushes would be of much use to him. The evening terminated with musical and vocal entertainment and general exuberance.

Sub-Inspector Moody sails for Home to-day by S.S. Mantua.

THE LEAGUE PROBLEM.

SWEDEN AGAINST LARGER COUNCIL.

Stockholm, March 5. The leaders of all parties in the Rikstag emphatically endorsed a statement by M. Unden, Foreign Minister, on the eve of his leaving for Geneva, that the Swedish delegates to the League Assembly oppose any proposal to reorganise the Council in the course of the March session apart from the admission of Germany. —Reuter.

ANOTHER VIEWPOINT.

Vienna, March 5. Czechoslovakia favours enlarging the membership of the League Council, according to the Foreign Minister, Dr. Benes, when interviewed here. He added that as regards the Treaty with Hungary there should be no difficulty in meeting in the spirit of Locarno. —Reuter.

The original Savoyards are becoming so rare from the present age that it is with an agreeable shock of surprise one finds Sir George Power and Miss Jessie Bond, recalling the palmy days of Gilbert and Sullivan. Sir George, now in his eightieth year was the original Ralph Rackstraw who loved a captain's daughter, and the first Frederick, that slave of duty who was apprenticed to a pirate way down in Penzance. Miss Bond, of course, was the contralto of the 1880 operas; and Sir George since his retirement from the stage has enjoyed as great a vogue as teacher.

Paris.—Experiments in the use of light for measuring distances have been made between the French coast and Corsica with what the experimenters consider successful results. A 10,000,000-candlepower beam was used. Paul Heilbrunner, a geodetic expert, succeeded in sending the beam across the 150 miles between France and Corsica at an altitude of 8400 feet, obtaining accurate results by mathematical computation involving the curvature of the earth's surface. He asserts his system is accurate to within a few inches in 100 miles.

ARTISTS ARE STILL INSPIRED.

